

K.C.S. CURRENT EVENTS

ALONG THE LINE
OF THE



K.C.S.
"STRAIGHT AS
THE CROW FLIES"
TO THE GULF

KANSAS CITY SOUTHERN RY.

AN
AGRICULTURAL
AND
INDUSTRIAL
MAGAZINE.

S. G. WARNER,
GEN'L PASS. & TICKET AGT.



PUBLISHED BY
THE GENERAL
PASSENGER
DEPARTMENT
OF THE
KANSAS CITY
SOUTHERN
RAILWAY.

F. E. ROESLER,
TRAV. PASS &
IMMIGRATION AGT.

**KANSAS CITY.
MO.**

K • C • S •

Kansas City Southern Railway

"STRAIGHT AS THE CROW FLIES"

KANSAS CITY

— TO THE —

GULF.

Absolutely the Shortest Line

— TO THE BEST —

Health and Pleasure Resorts,

Hunting and Fishing Places

in the Ozark Mountains and on the Gulf Coast.

THE ONLY DIRECT LINE

FROM KANSAS CITY TO

The Beaumont-Port Arthur

Oil District.

SOLID THROUGH TRAINS

With Pullman Sleeper and free Chair Cars.

Through Sleeper Between Kansas City and Houston.

Special Sleeper Between Kansas City and Joplin.

200,000 ACRES

ALONG THE LINE OF THE
Kansas City Southern R'y.

**FARM LANDS,
RICE LANDS,
GRAZING LANDS,
TIMBER LANDS.**

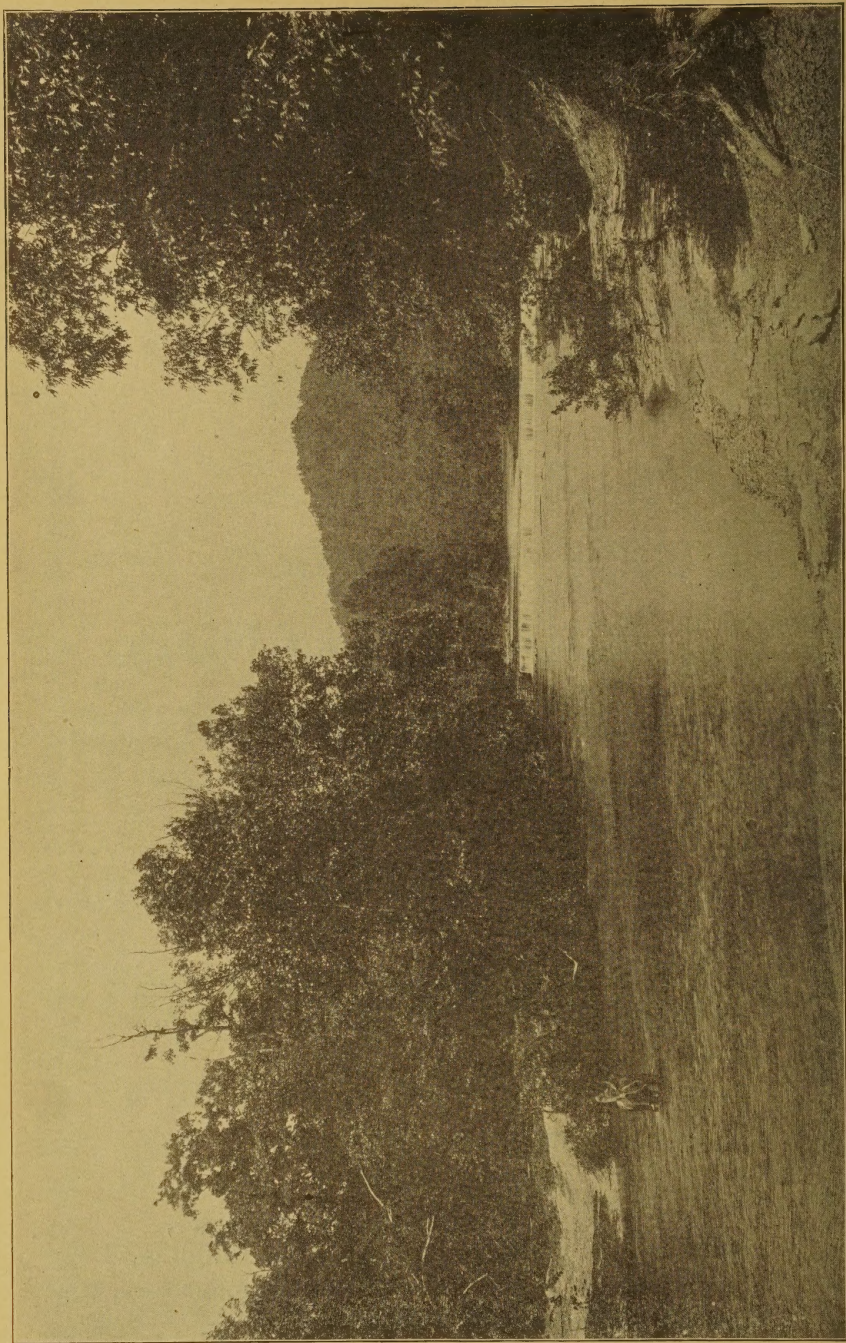
PRICES FROM \$1.00 PER ACRE UP.

EASY TERMS.

**SPLENDID BUSINESS OPPORTUNITIES
IN NEW TOWNS.**

**E. O. HAIGHT, Manager,
Gibraltar Building,
Kansas City, Mo.**

CORRESPONDENCE SOLICITED.



THE ILLINOIS RIVER NEAR SILOAM SPRINGS ARKANSAS.

CURRENT EVENTS

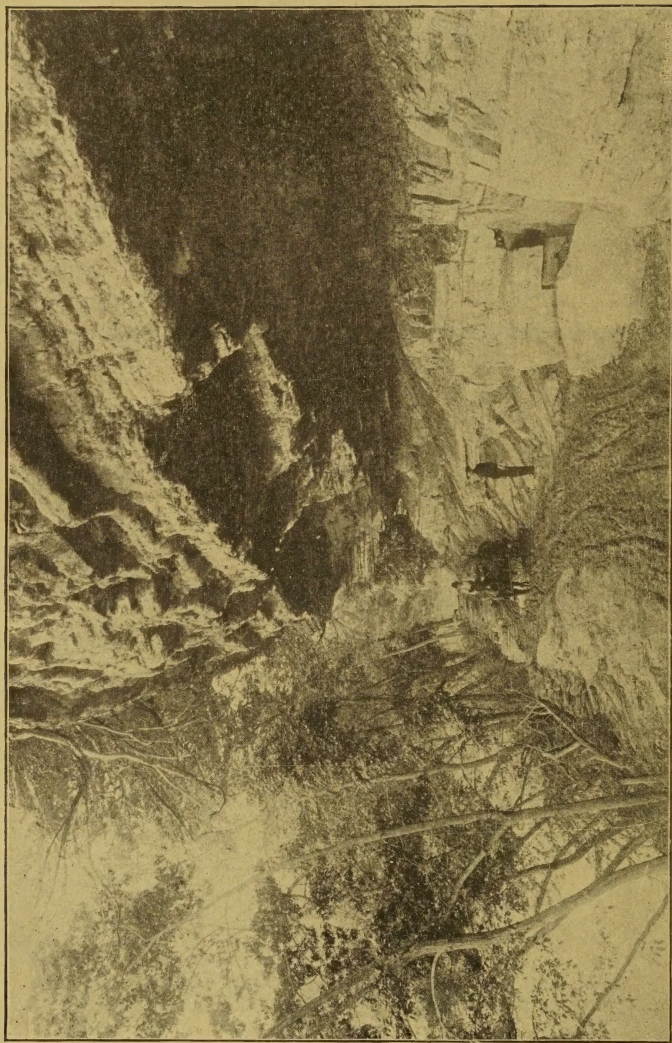
JULY 1, 1902

VOLUME TWO

NUMBER ONE

CONTENTS:

When the Fish Begin to Bite.	-	5
Some Delightful Health and Pleas- ure Resorts.	- - -	5
An Idyl in Black and White.	-	10
Benton County, Arkansas.	-	14
Fruit, Truck, and Poultry Raising	16	
The Making of a Plank.	- - -	20
The Angora Goat.	- - -	23
Scott County, Arkansas.	- - -	26
Irrigation of the Orchard and Gar- den.	- - -	27
Newton County, Missouri.	-	29
The Town of DeQueen, Arkansas.	30	
The Beaumont-Port Arthur Oil Field.	- - -	31
An Experience in Cooking Rice.	33	
Industrial Notes.	- - -	34



THE ROAD FROM NOEL, MO., TO A. J. AVERY'S FISHING GROUNDS ON THE ELK (COWSKIN) RIVER.

WHEN FISH BEGIN TO BITE.

When the warm weather creeps in the water and the worms begin to crawl,

And the birds begin to chirrup round the brook and waterfall;

When the toads begin to holler and the turtles come in sight,
That is when the season opens and the fish begin to bite.

When the man housed in his office in the noisy, bustling town
Feels that awful itchy feeling from his stocking to his crown;
When he slams his bulky ledger and vamooses in the night,
That is when the fever's got him and the fish begin to bite.

When the robin's cheery carol comes across the balmy breeze,
And the boy along the mill stream creeps beneath the budding trees,
When he drops his hook so gently where the little shiners skite,
There is joy within his bosom, when the fish begin to bite.

When the landlord in the country advertises "board and rooms,"
With his rivers full of fishes and his fields full of perfumes;
When he writes his house is airy and mosquitoless at night,
That is when the city empties and the fish begin to bite.

—Leslie's Weekly.

Some Delightful Health and Pleasure Resorts.

NOEL, MISSOURI.

THIS attractive little village is in McDonald county, in the extreme southwest corner of the state. It is tucked away in a recess of the Ozark mountains at the confluence of Mill and Butler creeks with the Elk or Cowskin river. All of these are clear, beautiful mountain streams issuing from the Ozark range and are teeming with game fish. The village itself, as seen from the railroad car, is a pretty landscape view with a background of high, rocky bluffs and a bold rushing mountain stream in the foreground. The surrounding scenery is magnificent, and of the many scenic attractions, the "Narrows," a point where the river has cut through great bluffs of limestone, and where massive ledges of stone overhang the stream are perhaps the most conspicuous. The wagon road to Noel, meandering with the

stream, passes under these ledges, bordered on the one side by the immense overhanging rocks and on the other by the swiftly flowing Elk or Cowskin river with its clear, deep pools and sparkling rapids.

Noel has for many years been a favorite fishing resort in summer and an ideal hunting ground for quail and turkeys in winter. It is claimed that more black bass, channel catfish, perch and other game fish are taken from this stream by hook and rod than from any other stream in America. During the present year large artificial fish lakes, parks and other improvements are being made, which will increase the attractions already there. The City Hotel, with fifty rooms, is well equipped and good accommodations can be had for \$5.00 per week.

WALDRON, ARKANSAS.

THE town of Waldron is in Scott county and is reached by railway via Heavener Junction on the K. C. S. Ry. Until spring, 1902, it was remote from railway transportation but is now readily accessible. Some years ago the Chalybeate mountain, some seven miles east of Waldron, was much visited for health and pleasure, but lacked transportation and accommodations. Those that went to the Chalybeate Springs, situated on the mountain, simply camped out during their stay. The springs flow a large stream of strong iron water all the year round and have no equal as an appetizer and cure for long standing stomach trouble. The springs are now within two miles of the new railroad and construction of suitable buildings for the accommodation of visitors is now in contemplation. The climatic conditions

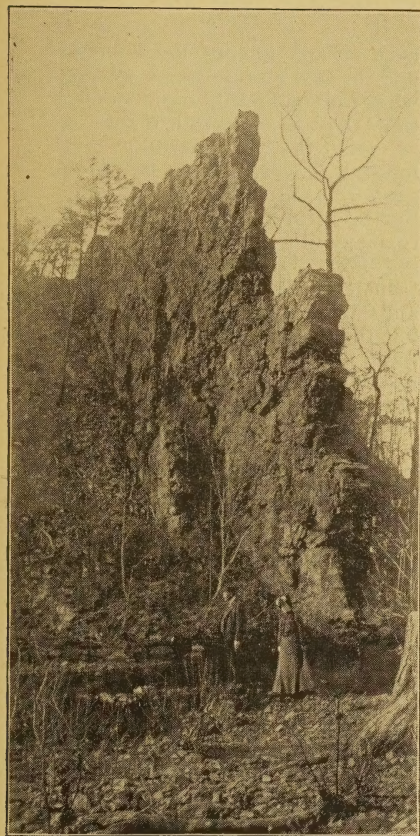
are all that can be desired. Some two miles below the springs is the Poteau river, which affords fish in abundance, such as mountain trout, blue cat, buffalo, etc. Turkeys, quail, deer, still abound and in the western part of the county are some bear, foxes, cats and wolves. The Fourche river, some twelve miles south of Waldron, is also a great stream for fish and is much visited during the summer months. The scenery of Scott county is varied and charming, much of it being mountainous.

The hotel accommodations at Waldron are ample and moderate in price. The Continental Hotel, 16 rooms; the Thompson House, 12 rooms and the Smith House, 8 rooms, are the principal hotels. Transient rates \$1.00 to \$1.50 per day, and by the week \$3.50 to \$5.00.



HUNTING SCENE ON POTEAU RIVER NEAR WALDRON, ARK.

MENA, ARKANSAS.



STANDING ROCK NEAR MENA, ARK.

MENA, a pretty little city of 3,000 inhabitants, in Polk Co., has in and surrounding it the physical conditions necessary for a health resort of the first class. The altitude is 1,500 feet above sea level, being well situated in the Ozark mountains, where springs are numerous and the waters run rapidly, leaving no stagnant pools to breed malaria and mosquitoes. The mountain breezes are crisp, pure and invigorating, and all year round the temperature is cool enough at night to make a blan-

ket desirable. The mountains surrounding Mena are wooded to their tops, affording pleasant scenic effects, and are full of fine springs of pure, soft, cold water. The mean temperature of Mena is 59 to 61 degrees. The noted Bethesda Springs, three miles south of Mena and fifty-three in number, have become well and favorably known for their curative properties. "The Poison Spring," so called by the old settlers, which yields an arsenical water, has a great reputation for cures of scrofula and blood diseases.

The streams within easy reach of Mena are well stocked with black bass, jack salmon, croppie, perch and other fish. The Ouachita, the Mountain Fork, Rolling Fork, Cossatot, Kiamichi and Boog Tugelo are all fine fishing streams, distant ten to fifteen miles. Deer, bear, wild turkeys and smaller game are still abundant.

The annual Polk county fair is held in a park of ten acres in the city of Mena. This park is being improved from year to year, and is now an attractive place, well shaded by forest trees and provided with a lake and a pavilion. The Mena Floriculture and Improvement Society has done much in the way of beautifying the little city by planting flowers and keeping the vacant lots clear of trash. Among the attractions in the vicinity of Mena is "Standing Rock," a wall of rock a yard wide, extending vertically some one hundred and fifty feet and covered with trailing vines.

The principal hotels are Hotel Mena, the National and Metropolitan. Information concerning rates per day and week may be obtained by addressing M. A. Stratton, Secretary Business Men's Club, Mena, Ark.

BOGG SPRINGS, ARKANSAS.

ASCETIS P. O., ARKANSAS, VIA HATTON STATION.

BOGG Springs are about five miles from Hatton and seven miles from Janssen Stations, on the K. C. S. Ry., in Polk county. The country surrounding these springs is mountainous and affords much picturesque scenery. The locality is high and cool in summer. The four or five medicinal springs are noted for the cure of dropsy, Bright's disease of the kidneys, all other kidney troubles, indigestion, torpid liver, diabetes, sore eyes, and especially the cure of diseases peculiar to women. For many years these springs have

been visited during the summer months by hundreds of people, who, for the lack of accommodations, had to camp in the vicinity or seek private boarding and lodging places. There are now open to the public, the Bogg Springs Hotel, with twenty-four rooms, and a good private boarding house with ten rooms. The transient rate is \$1.00 per day and \$5.00 per week. Bogg Springs has three mails per week, Tuesdays, Thursdays and Saturdays, the mail coming by way of Hatton Station, on the Kansas City Southern Railway.



THE ROAD ON MOUNT MENA, ARKANSAS.

GRANNIS, ARKANSAS.

FINE springs, some of which have splendid medicinal properties, are plentiful in this locality. Within four miles of

town are sulphur springs, which afford a sure cure for chronic constipation and ailments springing from this trouble. The water in

all this section of country, excepting a few medicinal springs, is pure, soft and cold. The scenery is magnificent and peculiar to a mountain country, changing from rolling river bluffs to precipitous mountain cliffs. The climate is delightful both in winter and in summer. Game, such as deer, turkey, quail, ducks, is abundant and occasionally a bear is found. Cossatot river is six

miles east of Grannis, Rolling Fork creek one and one half miles west and Robinson Fork, 5 miles west. All of them have game fish in abundance, consisting mainly of speckled trout, bass, perch, channel cat, buffalo, etc., etc.

The Grannis hotel has twelve rooms; rates \$1 per day and \$5 per week.

The Jackson House furnishes accommodations at the same rate.

NEOSHO, MISSOURI.



THIS beautiful little city of three thousand people is in Newton county and affords unusual attractions as a health and pleasure resort. In its general aspect, it is more like a great park than a commercial city. Surrounding it on all sides are picturesque ranges of hills, covered with orchards, vineyards and strawberry patches. It is essentially a watering place and exceptionally well provided with fine large living springs, there being eight of them within the limits

of the corporation. One of these, Harrell spring, supplies all the water required for the Government Fish Hatchery. Within a short distance of the city are several other large springs, the waters of all of which, both in the city and without, being absolutely pure and free from mineral ingredients of any kind. The supply for the city water works is drawn from the Elm Spring, distant about six miles.

Within the city is the famous Magnesia well, noted for its many curative properties. The water is highly recommended in the treatment of rheumatism, kidney troubles, skin and blood diseases. The demand for this water is great and large quantities are shipped to other parts of the state. The source of supply is an artesian well, having a very strong flow and being three hundred and eighty feet deep. The well is equipped with bath tubs and bathing pools. The mineral constituents of the water as determined by careful analysis are as follows:

ONE GALLON of WATER—Specific gravity 1.008; Temperature, 58°, F.	
Sodium Carbonate.....	grains.....41.
Magnesium.....	".....26.
Potassium.....	".....7.
Calcium.....	".....8.
Sodium Sulphate.....	".....14.
Silica.....	".....1.
Lithia.....	".....Trace.
Sulphuretted Hydrogen cubic inches.....	".....0.35
Carbonic Acid Gas.....	".....2.3.

FRANK ZERR, Ph. G.

The U. S. Fish Hatchery is one of the many attractions of

Neosho. This institution covers fourteen acres, and is divided into numerous fish ponds separated from each other by gravel drive ways. The hatching house is a modern building especially constructed for the purpose and here the fish are hatched and transferred to the ponds.

Fishing for sport is extra good in the vicinity of Neosho. Hickory creek, a fine small spring-fed stream, is well supplied with game fish. It flows into Shoal creek, a beautiful clear stream, abounding in black bass, trout, blue cat, croppie, carp, goggle-eye, perch and other fishes. Indian, Lost and Buffalo creeks,

distant about ten miles from Neosho, are also well stocked with game fish.

The hotel accommodations are good and moderate in price. The Spring City Hotel is a fine modern two-story brick building with thirty-two rooms. The transient rate is \$2 per day, and weekly rates are furnished on application. The Central Hotel is also a brick building and has thirty rooms. The transient rate is \$1 per day; the weekly rate, \$3.50 to \$4. The Southern Hotel and the McElhany House have thirty-two rooms each; rates \$1 to \$1.50 per day, and \$3.50 to \$4 per week.

An Idyl in Black and White.

F. E. ROESLER.



MY friend, Moses Isaac Eisenstein, had been a good customer of our house for many years, and so it came that once every autumn I paid him a visit, and incidentally sold him a bill of goods. He was prompt pay, a close trader, and well worth cultivating. He is best described as portly, jovial, good natured, decidedly Jewish in appearance and speech. His store was in the pine region of Northeastern Texas, not far from the Louisiana line, where the principal business was lumbering, the handling of cotton and plan-

tation supplies, and where there was a numerous negro population.

As I entered his store one warm Saturday afternoon, he was just paying some seventy odd dollars to an old, gray-haired, powerfully built negro, and saying to him:

"Now, Junius, you just remember that I am paying you thirty cents a pound for that cotton. Last year and the year before that you did not raise a pound, and I furnished you \$450.00 worth of supplies. I knocked off the account of the last two years, and your receipt says 'paid in full to date.' I did this on account of old times, and you are the only nigger I don't have a written contract with. Give my regards to the old woman."

"De Lawd will bless you for dis, Marse Mose, and——"

"Get out, you old nigger. Good-bye. Hurry up, or your horses will run away."

Junius tried to say something more, but as Eisenstein threatened to crack his head with a can of preserves he had seized from the counter, the negro shuffled down the steps to his wagon.

Eisenstein espied and at once invited me, as usual, to his back office. "Hello, Carlson, I am mighty glad to see you. I want a whole lot of stuff, and you come in just handy. Before I tell you what I want, come back here and look at my new fire extinguisher, with all modern improvements."

I examined the fire extinguisher. It was decidedly useful on a hot day, though it would hardly bring about a reduction in insurance rates. It was simply a big barrel with a ten-gallon crock inside, arranged to serve as a water cooler. On one side was a nail, from which a dozen or more strands of twine led to the ice cold water. On the end of each strand, securely fastened with a slip knot, was a pint bottle of beer. This was the fire extinguisher and the latest improvements consisted of a hat box in which there was an Edam cheese and a package of crackers. I did not fail to pronounce it an excellent invention, and on this inspection, we reduced the number of strands by four. Our business was soon concluded, and I secured from him a very satisfactory order. By agreement we met again after supper at the hotel for the purpose of playing our annual game of dominoes. After the game we selected a cool spot on the hotel veranda and chatted about various things. Finally I remarked to him:

"You must have known that old colored man a long time to be as liberal with him as you have been."

Eisenstein was in a reminiscent mood and I learned much of his character that I did not suspect before. The account of his experiences in the original dialect was rich and entertaining, but difficult to reproduce.

"Yes, Carlson, that is so. Junius was the first nigger I became personally acquainted with when I came to America. I landed at New Orleans in 1856. I had just come from Germany and spoke no English. What I know of it now I learned there and you will notice that my speech has the New Orleans accent. I have never been able to shake it off entirely. New Orleans was different then from what it is now. I arrived there five years before the Civil War broke out. I found employment in a wholesale produce store on Tchoupitoulas Street, not very far from the river. Those were the days of the steamboat and there were a hundred boats on the river then where there is one now. Our house dealt principally in eggs, butter, cheese and perishable produce. The cheese was made somewhere in Ohio, and I have not seen its like since the war. It was almost strong enough to walk, but was brought to New Orleans by boat. The packages were in the form of big grindstones. Some of these cheeses were as large as a wagon wheel and from ten inches to a foot thick. The rind was fully a half inch thick and tough as leather. When the retailer wanted to break into one, he cut out a triangular piece with a handsaw and after that he used an extra heavy knife. In the wholesale stores they were piled one on top of the other, as were grindstones. If the weather was not too damp, they would keep from six months to a year; but, sometimes, the cheese at the bottom of the pile would decay. The thick rind would keep the rotten part in place even if the inside was as soft as molasses.

"There were two porters in the store, both strong and stupid as

oxen. They were African importations. Junius was one of these darkies; now he is the Reverend David Williamson of the Baptist Church. At the close of the war, every negro in New Orleans changed his name, and that is why he is now David Williamson to all the world except myself. The other darkey was Scipio, who is now dead or in the penitentiary.

"Those two negroes were always quarreling, and would often fight it out by butting each other with their heads. Did you ever see a couple of rams fight? Well, they did their fighting the same way. There were plenty of others who did the same thing, but I never saw any of them. They quit that kind of fighting when they became Mister Williamson and Mr. Hawkins, with the accent on the 'Mister.'

"I often feel like laughing when I think of the last battle those two niggers fought. We had come to the bottom of a pile of cheeses. The last one, about four feet in diameter and nearly a foot thick, was rotten in the center. The old man was thinking of how to dispose of it when he heard Scipio and Junius butting each other in the rear of the store. He suddenly began to grin and then called out: 'Junius, you black rascal, come here.' Junius shuffled up. 'What are you fighting about again? If you don't look out, I'll tan your skin with a rawhide. I'm getting tired of this.' And the old man looked hard at him for a few seconds. 'See that cheese?' If you can butt your head through it in one run, you can have half of it. You can try it when we close up. If you say a word about it to anybody, you'll get a licking. Now, clear out!

"Scipio was called a little later and received the same information.

"At about five o'clock in the evening, the book-keeper and I carefully rolled the cheese on top of a soap box placed in the door leading to the store room. It was set on edge across the door and we feared every moment that the center would fall out, but it didn't. Junius was in the store room and Scipio on the other side of the door, neither knowing that the other was his competitor, nor, indeed, that there was one opposite him.

"When the old man gave the signal, those two niggers made the run and plunged, head foremost, into that cheese. Junius' head and shoulders were just coming through when Scipio's heels disappeared. The big cheese burst apart and there was a gaudy pair of niggers on the floor, engaged in digging the semi-liquid cheese out of their eyes, noses and ears. They looked like men who had fallen into a hog'shead of yellow molasses, but they did not smell nearly so sweet. As soon as they could see, they made tracks to the river for a bath. They got about fifty pounds each of good cheese which they sold to other negroes. I never heard of their butting each other again.

"When Farragut and his fleet came up the river, the old man took Junius and Scipio with him to Texas and before long they were free. I came here in 1872, and the first man I saw at the station was that nigger, Junius. He was working a cotton patch on shares. I opened a small store here and was doing pretty well, when the yellow fever broke out in Shreveport. It came to this place and I caught it good and plenty. All the preachers and doctors had run away except the Catholic priest, who died about a month after I caught the fever. That priest and Junius nursed me night and day until I began to recover. I never understood until then why a Catholic will stand by his church through thick and thin. I understand it now, and I take my hat off to the priest and nun of the Catholic church. I tell you, Carlson, it was a horrible time. You

could greet your neighbor on the street in the morning, hear that he was sick at noon, and help bury him the next morning. All who had money fled from the fever; but the man that stayed was the Catholic priest, and when he died, there came another with three nuns, asked no questions as to religion, and nursed Protestant, Jew and Catholic alike. In Shreveport I think there are buried ten priests and more than twenty nuns who came here to nurse the sick. When the priest thought that my time had come, he said to me: 'Moses, make your peace with God as you have been taught to do, and I will pray for you.'

"Junius and I nursed that priest when he became ill, but we could not save him. He was too weak from nursing others, and a good man was lost. Carlson, I am sure that there wouldn't have been any Moses Eisenstein here today but for that poor priest and Junius. The priest is where he needs no human help, but Junius is not very thrifty, so once in a while I pay him a little life insurance premium on a policy long since paid.

"That epidemic made a serious man out of a fool nigger. He once told me that the Lord didn't take the niggers because they were not worth having, and the devil did not kill them because he could lay his hands on them at any time. One day Junius took religion and with him it was worse than a case of yellow fever. He suddenly found out that he was elected to be a preacher, and then my trouble began. He wanted to learn to read and write, and for a year or more he was in my office every Wednesday night and all day Sunday—when I wanted to go fishing. Well, I taught him to read and write and went through the New Testament with him, as well as the old. It was a hard job for an old orthodox Jew to become a professor of theology for a Baptist preacher, but I did it, and, say, Carlson, if I wasn't an old Jew bachelor, I would be a Christian. Junius, now the Reverend David Williamson, the first, last and only graduate from Moses Eisenstein's Theological Seminary, has the largest congregation in the country—and every member of it buys his goods at Eisenstein's.

"I can say that old Junius has done much good. I have not lost one hundred dollars in five years by the members of his congregation. There are not one fourth as many niggers in jail as there used to be, and there is little drinking, gambling and loafing about town.

"Now, it wasn't easy for the Rev. David Williamson in the beginning. I went bail for him about a dozen times for thrashing worthless niggers, but neither he nor I ever paid any fines. That bull neck and those big fists would command respect for law, order and religion, when persuasion wouldn't, and the court always held up those fists when it came to the question of taking the kinks out of a bad nigger.

"Only once did I feel that I had a grievance against Junius. It was at the big baptizing at Bear Creek, where I went with the rest of the town. We were all on the other side of the creek. Junius had half drowned five or six in the muddy water, when he caught sight of me, and the first thing I knew he was calling: 'Come here, Moses Eisenstein, and be baptized in the name of the Father, the Son and the Holy Ghost; come now; it's late and the Master is waiting long for you.' I cleared out, but I did not hear the last of that for five or six years. Junius was excited and very much in earnest, but I didn't thank him for it. The idea, of baptizing me, an orthodox Jew, into a negro congregation.

"About ten years ago when he was nearly sixty years old, he got married, and about ten miles from here there is one little pitch black nigger whose name is Moses, another one whose name is Isaac, though

he is a girl, and a third whose name is Eisenstein. That black trinity costs me from \$25.00 to \$30.00 every Christmas, and when the old man gets into the hole, I have to help him out. But that is all right. I'm just an old bachelor, have no relatives that I know of, don't owe anybody anything, and can afford it once in a while. Just before you came in, I showed my fire extinguisher to Junius and that old nigger let loose on me in fine style. He said that every one of the strings tied to the nail in the barrel was a telephone direct to hell, and that the devil held the other end. Now, you can see, with all the theological training I gave him, he can't yet distinguish the difference between the devil and a bottle of beer. Father Murphy and I play a game of dominoes once every week, but I don't know what Junius would say if I proposed such a thing to him.

"I have been here twenty-two years. Next year I think I will quit business, take a trip to Europe and take life easy."

His plans were not realized. He died in harness. During his lifetime he had provided for his black namesakes, paid off the mortgage on Junius' farm, made a liberal cash donation to Father Murphy, paid his clerk a year's salary in advance, and left the residue of his estate to be fought over by a horde of Eisensteins of whom he had never heard during his lifetime.



IN THE PARK AT SILOAM SPRINGS, ARK.

BENTON COUNTY, ARKANSAS.

Benton county forms the northwest corner of the state of Arkansas and lies on the western slope of the Ozark plateau. Much of the surface of the county is high lying, comparatively level land, some of it prairie land interspersed with larger and smaller areas of rolling and occasionally broken timber lands. The highest point in the county is Gentry Station,

altitude 1,352 feet. The surface of the country is greatly diversified, enabling the homeseeker to find almost any kind of land he desires. Several fairly large streams, flanked by fertile valleys, hemmed in by rugged hills and fed by numerous tributaries flow through the county. Between the hills or "breaks" along the streams may be found broad prairies, generally

CURRENT EVENTS.

15

rolling, but in many places as level as the plains in Kansas. The soil in the valleys is very rich and will produce from sixty to eighty bushels of corn per acre. On the prairies the yield will range from forty to sixty and wheat will average from fifteen to twenty bushels per acre. Domestic grasses yield fine crops, but are not as extensively grown as they should be. The native grasses afford excellent pasturage. Cattle and hogs do well and the same should be said of sheep. The abundant pasturage, pure water, mild and short winters are all conducive to profitable stockraising, and the hilly lands afford fine pasturage for sheep. Horses are healthy and vigorous, stock fat and sleek, and the poultry from the common scrub to the thoroughbred are always in fine condition.

Horticulture is the most profitable business in Benton county, but general farming operations, the raising of live stock and the raising of poultry are great sources of income.

The apple crop of Benton county in 1901 amounted to 2,325 car loads, or, at 160 barrels to the car, 372,000 barrels.

The disposal of this apple crop on January 3, 1902, was as follows: 1,566 cars green apples shipped, value \$876,960; 178 cars evaporated, value \$213,600; 230 cars in storage, value \$128,800; 135,000 bushels distillery, value \$13,500; total 2,325 cars, value \$1,232,860. The towns handling this crop were Garfield, Avoca, Rogers, Cowell, Gravette, Gentry, Decatur, Siloam Springs, Bentonville, Centerton, Hiwassee and other stations.

All of this fruit was sold on the trees for cash. The strawberry production was quite large, the stations of Decatur, Gravette, Sulphur Springs, Gentry and Siloam Springs alone shipping 20,008 crates, which was only a small part of the county's product. The same stations also shipped 11,000 crates of peaches, 23,732 dozen chickens and 92,316 cases of eggs of thirty dozen each. The poultry business of Siloam Springs amounts to one car load of live poultry, worth \$2,000 and four car loads of eggs, worth \$6,000 per week, making a total of about \$30,000 per month, or \$350,000 per year, distributed in the immediate vicinity of the town. The peach crop

of the whole county is valued at about a half million dollars.

The exports of cattle, horses and hogs were also very large.

The uplands generally are considered the most desirable for the cultivation of tree fruits and the acreage devoted to this pursuit is very large. The statement has been made that forty acres out of every section of land within five miles of railroad is planted in fruit.

The county has an area of 892 square miles, and according to the census of 1900 it has 31,611 inhabitants. It is not so densely settled as the counties in Missouri and Kansas. There are still open for settlement 40,020 acres of United States government land, concerning which Mr. Jno. T. Worthington, registrar U. S. Land Office, Harrison, Arkansas, can give further information. Unimproved lands are very cheap, ranging in price from \$5.00 per acre to \$20. Improved lands can be had at prices ranging from \$10 to \$50 per acre. One-third or one-half is usually paid down in cash, the balance usually on long time. Building material is cheap and abundant.

The affairs of the county are well and economically managed. The acreage rendered for taxation in 1901 was 464,348 acres, and with the town property was valued at \$3,056,210. The valuation of personal property is \$1,626,947. The live stock of the county consists of 9,783 horses, valued at \$238,364; 2,961 mules and jacks valued at \$88,269; cattle, 19,489; value, \$183,036; sheep, 8,659, value, \$8,867; hogs, 27,854, value, \$35,637. The total amount of taxes collected is \$80,238.70. The county is well provided with public schools and at Bentonville, the county seat, and at Siloam Springs are collegiate institutions of high grade.

Small towns and villages are numerous in Benton county. Those situated on the Kansas City Southern are Siloam Springs, population 3,800; Sulphur Springs, population 400; Decatur, population 350; Gravette, population 700, and Gentry, population 900, all prosperous and growing towns. There are horticultural societies at Bentonville, Gravette, Siloam Springs, Decatur and Gentry, the secretaries of which will be pleased to furnish information if addressed.



FRUIT, TRUCK AND POULTRY RAISING.

The Kansas City Southern Railway, in its course southward from Kansas City to Port Arthur, traverses a section of country famous for its production of commercial fruits, truck, poultry and dairy products. Both fruit and truck can, after a fashion, be grown almost anywhere, if marketable quality and commercial quantity are not a serious consideration, but to produce something that has sufficient merit to warrant people in other localities to prefer it to the home product and pay good money for it, is another matter. Missouri, Arkansas, Texas and Louisiana are fortunate in this, that they possess the soil and climatic conditions, as well as the proximity of desirable markets to make their fruit and vegetable crops a valuable resource in the assets of the country.

In southwestern Missouri and northwestern Arkansas the apple is the predominating commercial fruit and the money value for 1901 is somewhere between \$5,000,000 and \$6,000,000. On the elevated lands of the Ozark mountains and their foothills, the apple seems to reach the degree of perfection demanded in the fruit markets of the world. It has reached the standard of quality required and is grown in commercial quantity, and these considerations determine the value of a region for commercial fruit growing. Missouri and Arkansas apples "go" anywhere and their size, color and flavor make them the favorite wherever introduced. The winter apple is the money maker and there is an almost unlimited market for it. The preferred varieties commonly grown in the Ozark region are the Ben Davis, M. B. Twig, Hastings, Highfill, Jonathan, Grimes, Winesap, York, Gano, Missouri Pippin, Minkler, Clayton, Ingram and Huntsman.

The Ozark region is more famous for its apples than for any other fruit, yet it is a producer of enormous quantities of strawberries and other small fruits, grapes, peaches, pears, cherries and plums. The strawberries from this region are shipped north and south, being several weeks earlier than the northern crop and reaching Texas and Louisiana when the home crop is exhausted. Southern Arkansas, Texas and Louisiana produce berries in enormous quantities and reach the markets very early in the season, but when their own crop has been marketed become good buyers of northern berries.

In southern Arkansas, northern Texas and Louisiana, where traversed by the Kansas City Southern Railway, the soil contains a very large percentage of iron, the soil in part or wholly formed from the detritus of the Ozark and Boston mountains. Altitude, temperature and rainfall are not so favorable to the apple as in the higher lying Ozark region, but the more delicate fancy peaches, apricots, nectarines, grapes, Japanese, Chinese, European as well as American plums, peaches, pears and persimmons, yield wonderful harvests of perfect fruit. Peaches and berries are shipped in enormous quantities in car load lots and a very large acreage is devoted to their cultivation. There is something in the soil, probably the iron, which imparts a rich sub-acid flavor and high color to all fruits grown here, and it can be truthfully said that the flowers of the field as well as the rose gardens in the cities, are the most richly colored that can be found anywhere on the American continent. The coloring of the peaches, and their distinct flavor are so well pronounced that any expert in fruit can locate their place of growth, no matter in what market he finds them. The winter apple does not fruit well, but several very early varieties such as the American Pearmain, maturing in June and July, yield a fairly good fruit and form a source of considerable revenue. Among the preferred peaches and largely grown, are the Elberta, free stone, ripening July 15th; Mamie Ross, semi-cling, ripening June 15th; Old Mixon, cling, ripening in August; Salway, free stone, ripening September 1st; Governor Hogg, cling, ripening July 1st; Stump of the World, free stone, ripening August 1st; Triumph, free stone, June 1st; St. John, free stone, June 10th; Piquette's Late, free stone, September 1st; Susquehanna, free stone, July 20th; Chinese cling, Heath, cling, July 20th; Crawford and Thurber; among the pears the Bartlett, Winter Nellis, Duchess, and Clapp's favorite are commonly grown in Northern Texas, the Le Conte and Keiffer being grown more or less extensively along the coast. In this region, Northern Texas and Louisiana, and Southwestern Arkansas, a splendid fruit growing and truck raising industry has been developed within recent years, growing in magnitude from year to year. In this

locality the northern markets are the principal dependence, as it is also for the truck growers along the Gulf Coast. This last named region has only very recently come into the field, but is a great exporter of truck in car load lots. The strawberry export is immense and by reason of its being very early (February and March) yields extraordinary profits.

The south Arkansas, Texas and Louisiana fruit and truck grower is from twenty-four to sixty hours nearer the great markets of the country than are the growers of California and the other Pacific and Mountain states, while he is equally near or nearer than the South Atlantic or Eastern Gulf States. The advantages of location have their bearing well defined in the truck growing industry. The industry is yet in its infancy and only a very small area is devoted to this purpose, yet the exports of eastern Texas alone during 1899 amounted to 300 cars of beans and peas, 2,500 cars of cantaloupes, 750 cars of potatoes, 650 cars of cabbages, 125 cars of vegetables, 2,100 cars of melons, 1,000 cars of tomatoes, 45 cars of onions and 25 cars of cucumbers. The value of the truck exported in 1900 was \$2,750,000. The truck exports of southern Arkansas, along the Kansas City Southern Railway, between Arkansas river and Red river, amounted to 1,600 car loads, consisting of potatoes, cabbages, melons, cantaloupes and mixed truck, and valued at \$629,050. The conditions of soil and climate, transportation and markets are very much alike in the three states named, and a man seeking a location for fruit growing and trucking cannot go amiss in either of them.

The Southern Truck Garden.

An average truck farm will contain about forty acres, of which ten or fifteen acres are actually devoted to the cultivation of truck. The remainder is generally utilized as orchard, pasturage and for the production of forage, etc., etc. Many are smaller and some of the largest contain from 75 to 100 acres. A ten-acre tract properly located, well cultivated and skillfully worked, will often produce \$2,000 worth of truck in a season.

It must be borne in mind, by those desiring to engage in either fruit culture, truck farming or both, that these crops are produced under a system of intense farming—that a comparatively small acreage is usually sufficient for a profitable income—but that as much or more physical labor must be bestowed on a small area to make the dollars come, as on a larger area devoted to general field crops. One of the peculiar advantages connected with trucking is the fact that a comparatively small outlay of money is required to start in the business. The acreage is small; no complicated or very expensive machinery is necessary and the crop is almost entirely the direct result of well applied manual labor. A vegetable crop is quickly grown and some money comes in continuously. A well populated poultry yard is always a valuable adjunct to a truck garden.

In the commercial garden it is of the utmost importance to always have something growing in it. The long season in southern Arkansas, Texas and Louisiana makes this practicable. The southern truck man's farm should never be idle. If he starts with early Irish potatoes, ripe in May or June, sweet potatoes can be planted as soon as these are dug and a catch crop of spinach or mustard greens can follow in the fall; or he can sow onions in hot beds in December, transplant them early in March and have tomato plants to set between the rows, long before the onions are maturing; or English peas and snap beans can be followed by egg plant, lettuce by cabbage, and these by turnips. In some years there may be a few weeks in midsummer where a crop could not be grown by reason of extra dry weather, but even this could be remedied by irrigation.

In the production of tree fruits there is a wait of three or four years for returns, after the trees have been planted. This interregnum should be utilized in planting berries and commercial truck. When the trees come into bearing, it is important to so time the truck as to have some of it come in with the fruit. Early varieties of peaches will come in along with an early crop of tomatoes and can be shipped in the same car, at the same time and be handled by the same buyer with equal safety, thus securing car load shipments and a greater profit.

On the line of the Kansas City Southern Railway there is a large number of horticultural and truck growing societies, whose addresses are given below and from whom much valuable information may be obtained. The railway offers peculiar advantages to the fruit man and truck grower, in that it has along its line the country best suited for the fruit and truck industry,

covering as it does the greatest possible range of production from the orange and fig on the Gulf coast to the Siberian crab in Missouri. On this line of railway every crop on the seedsman's list can be grown to advantage. It has splendid markets, at both ends of the line, and provides a ready sale for the spring crops of the Gulf coast, as well as the fall crops in Missouri.

The spring gardens of South Arkansas, Texas and Louisiana are unexcelled. When the snow is still knee deep over the Northern states, the spring lambs are gamboling on the green and the early peas, radishes, beans, lettuce, spinach, early potatoes, cabbages, rhubarb, celery and strawberries begin to find their way to the north, where they are highly prized and well paid for. The Northern states will take Texas vegetables until the middle of June or July. From May to October, Texas peaches, extra early apples, plums, grapes, tomatoes, cantaloupes, melons and other products go north. Just about the time these in turn give out Southern Arkansas takes the market and supplies both north and south with berries, peaches, cabbages, potatoes, tomatoes, cantaloupes and other vegetables, and a little later Northern Arkansas comes in with its apples, peaches, berries, potatoes and cabbages, each so timed as not to interfere with other shipments on the line. A very considerable part of this product goes to Texas and Louisiana. Texas alone buys between \$3,000,000 and \$4,000,000 worth of fruit and truck between July and December of each year.

The average weekly import of cabbage to the various larger cities in Texas is about 100 to 150 car loads per week. The price paid ranges from one to three cents per pound, wholesale, at Dallas. The average weight is from two to four pounds per head. The preferred varieties are Thoburn's Flat Dutch, Winningstadt, Brill's None Such and Henderson's Succession.

The minimum yield of an acre of cabbage should be ten thousand pounds, and crops of 20,000 and 30,000 pounds are among the possibilities. An acre, with a crop of 10,000 pounds should net \$120 after deducting freight charges and crates. The consumption of sauer kraut during the winter months is about 25 car loads. The freight is the same as on vegetables.

After the middle of November onions bring from one to two cents per pound in Texas; Prize Taker, Yellow Danvers, Globe and Red Wethersfield preferred. Ten thousand pounds to the acre are not uncommon crops, and should net \$50 per acre. The weekly consumption in Texas is about ten car loads.

The spring potato yields well in Texas and pays well. Long before September the entire home crop is consumed, and after this time they are imported. There is practically no limit to the market in Texas if the goods are first-class.

All late vegetables, cauliflower, celery, rhubarb, tomatoes, spinach, lettuce, radishes, turnips, sweet potatoes find a ready sale at fancy prices in the larger cities of Texas during the fall and winter months.

THE K. C. S. FRUIT SPECIAL.

[From the Kansas City Packer, July 5th, 1902.]

Kansas City, July 5.—The Kansas City fruit trade just now is finding the claim made by the Kansas City Southern R. R., that it is a Kansas City road, is more than true. And the Northwest is learning the same fact rapidly, sharing with Kansas City in that road's favors.

Since May 15, the Kansas City Southern has been operating 2 trains known as the "Fruit Specials," which leave Shreveport morning and evening, making the run to this city in 36 hours. This is phenomenal time and marks an era in handling the Texas fruit and vegetable crops. Refrigerators from Jacksonville, Tyler, Dallas, Lufkin and Craft are brought here in 48 hours, a service which would have been pronounced impossible but a few years ago.

The Packer has watched this service carefully for the past month as well as the first experiment last season when a similar service was put on. For a stroke of far seeing enterprise these officials take the lead and deserve great praise for the success they have made of these trains. As a quick outlet for the early crops of Texas this road has set the pace which others must follow.

The cars are re-iced at Texarkana. The "Fruit Special" is one train which waits for connections, it matters not how late these are. The inspectors carefully inspect every car, especially as to icing. No stops are made save for coal and water, and no "limited" has a clearer right of way than this modest train of fruit refrigerators which covers the 560 miles from

Shreveport to Kansas City on a "limited" schedule—36 hours.

Leaving Shreveport in the afternoon, the second morning at 4 o'clock sees this train on the siding in Kansas City with the cars ready for the receivers to unload.

The Packer has frequently called attention to the necessity of a fast service from Texas if the fruit and trucking interests are to be made a success, and this train seems to give even more than could be asked. Fruit merchants not only of Kansas City, but the Northwest, are not only calling for shipments via this route, but are actually seeking to divert cars which necessarily, under the railroad arrangements in force, must go by another route.

With a pick-up service like the one in operation on the H. E. & W. T., through which the growers can get full advantage of the refrigerator car service and rates, the east Texas trucker and fruit grower will no longer be at the mercy of the express companies paying rates often more than the value of the stuff.

The Kansas City Southern is "doing" things and saying little, and it's doing along the line for the benefit of the growers. To maintain a double daily service over a 560 mile stretch exceeding passenger time, carrying valuable and highly perishable products which cannot stand delay, calls for heavy daily expenses and that the service is paying shows conclusively that Texas shippers appreciate that road's enterprise and pluck.

**ROSTER OF HORTICULTURAL AND TRUCK GROWERS' SOCIETIES ON
THE LINE OF THE KANSAS CITY SOUTHERN
RAILWAY COMPANY.**

- Amoret, Mo.—Darby Fruit Company.
 Goodman, Mo.—Ozark Orchard Co.
 Lanagan, Mo.—Ozark Orchard Co.
 Neosho, Mo.—Neosho Fruit Growers' Ass'n, R. P. Liles, Pres., F. H. Speakman, Sec.
 Poteau, I. T.—Poteau Fruit Co., Ed. McKenna, Pres.
 Gans, I. T.—Melon Growers' Ass'n, Andrew Russell, Pres., W. E. Hurley, Secretary.
 Bentonville, Ark.—Horticultural Ass'n.
 Gravette, Ark.—Gravette Horticultural Society, A. C. Veach, Sec'y.
 Gentry, Ark.—Gentry Fruit Growers' Ass'n.
 Decatur, Ark.—Decatur Fruit Growers' Ass'n, W. C. Hastings, Pres., E. N. Plank, Secy.
 Siloam Springs, Ark.—Fruitgrowers' and Shippers' Ass'n, H. W. Hubbard, Pres., C. A. Ford, Secy.
 Fort Smith, Ark.—Commercial League, S. A. Williams, Secy.
 De Queen, Ark.—Fruit and Vegetable Growers' Ass'n, L. A. Pearre, Pres., R. C. McCurley, Secy.
 Cove, Ark.—Cove Horticultural Society, W. F. Welty, Secy.
 Mena, Ark.—Mena Horticultural Society, A. W. St. John, Pres., F. S. Foster, Secy.
 Ravanna, Ark.—Ravanna Truck Growers' Ass'n, J. W. Yates, Pres., R. P. Yates, Secy.
 Ashdown, Ark.—Truck Growers' Ass'n, Mr. Lott, Secy.
 Grannis, Ark.—Truck Growers' Ass'n, G. W. Hinkle, Secy.
 Grannis, Ark.—Melon Growers' Ass'n, Mr. Burdette, Secy.
 Janssen, Ark.—Truck Growers' Ass'n, G. W. Hinkle, Secy.
 Texarkana, Tex.—A. V. Swaty, Horticultural Agt., K. C. S. Ry.
 Bloomburg, Tex.—Truck Growers' Ass'n, W. A. Smith, Secy.
 Atlanta, Tex.—Truck Growers' Ass'n.
 Rodessa, La.—Rodessa Fruit and Vegetable Ass'n, G. W. Ruthledge, Sec'y.
 Logansport, La.—Truck Growers' Ass'n, P. G. R. Bell, Sec'y.
 De Quincey, La.—Calcasieu Fruit Growers' Ass'n, T. J. Faust, Pres.
 Leesville, La.—Truck Farmers' Ass'n.
 Vivian, La.—Truck Growers' Ass'n, R. E. Huckabuy, Secy.
- INDIVIDUAL FRUIT AND TRUCK GROWERS AND SHIPPERS.**
- Amsterdam, Mo.—H. B. Francis.
 Noel, Mo.—(Apples and Peaches), F. A. Marshall, E. N. Perry, R. C. Terry.
 Noel, Mo.—(Strawberries), S. A. Meade, John Wilson, W. H. Pillsbury.
 Lisle, Mo.—Geo. A. Graves, J. H. Kidney.
 Drexel, Mo.—Robert McCann.
 Merwin, Mo.—H. B. Owens.
 Swartts, Mo.—M. E. Hueser, A. Davis, S. McCulloch.
 Goodman, Mo.—E. C. Reynolds, F. Voght, John Alday.
 Gans, I. T.—G. C. Kumpe.
 Asbury, Mo.—L. R. Sperry.
 Grandview, Mo.—Chas. Johnson.
 Cleveland, Mo.—T. T. Maxwell.
 Redland, I. T.—C. S. Perry.
 Bunch, I. T.—L. E. Choate.
 Sallisaw, I. T.—W. W. Wheeler, A. Quisenbury.
 Eagleton, Ark.—Warren Seamon.
 Ogden, Ark.—Dr. A. N. Woods.
 Hatfield, Ark.—J. S. Whitmarsh.
 Janssen, Ark.—J. J. Johnson, F. M. Cecil (Vandervoort, P. O.)
 Sulphur Springs, Ark.—Dr. J. W. McCracken.
 Fort Smith, Ark.—Geo. Coleman, C. J. Brockman.
 Wilton, Ark.—P. S. Kinsworthy.
 Florian, La.—Claiborne Stroud.
 Orange, La.—J. M. Miller.
 Shreveport, La.—G. B. Woodward.
 Jewella, La.—Jno. Sneed, A. P. Brown, Mrs. A. P. Webb.
 Bossier City, La.—Ardis & Co.
 Vivian, La.—J. A. Heath, Rev. Browning, Frank Powell.



A LOG LOADER AT WORK.

THE MAKING OF A PLANK.

The most commonplace thing in a civilized country is a sawed plank. Millions of people see them daily, but comparatively few have any idea of how a plank is made, or where it comes from. The making of the plank is almost as commonplace as the plank itself, yet it is a long step from a standing tree to a finished parlor floor. The process of making a plank may be of some interest to those who have not been inside of a big sawmill. A modern lumber mill is an almost automatic machine, and very little in the log that can be put to practical use nowadays goes to waste.

An up to date lumber mill plant is practically a complete town in itself. From five hundred to fifteen hundred men are frequently engaged in one plant, which must be located where there is a forest of good timber and an abundance of water, and these conditions generally prevail at points remote from the centers of population.

In the operating of a mill, the first consideration is the plentitude of suitable timber. There must be enough of it in a given locality to warrant the erection of the mills, which may cost from \$10,000 to \$100,000 or more for machinery alone. Then comes the question of transporting the rough logs to the mill and the transportation of the finished product to the market. The men employed in the mill must be housed and sheltered and this means a large outlay for houses. If

the new plant is on a water course of sufficient depth and permanency, the logs can be floated to the mill, but in the majority of cases this is not practicable and expensive tramways must be built to get the logs to the mill. In either event there is considerable expense. The vagaries of a rising stream will carry the logs far inland, or jam them up in the channel or carry them by the mill. Rafts get stranded or broken up and a considerable number of men are required, and have their place on the payroll, to see that the logs go the way they should go. In the more hilly country roads must be cut and bridges built and beyond these preliminaries there is a considerable outlay for heavy wagons, horses, mules and oxen to move the logs to either the stream or the tramway.

The first operation is the selecting of the timber to be sawed. Every mill has its experts, who can determine almost at a glance how many feet, board measure, there are in every tree, whether or not the tree is sound, gnarled, wind shaken or twisted, all of them matters of serious import to the mill, but rarely observed by those not familiar with lumbering.

After the trees have been duly marked, and they vary in thickness from 8 inches to 48 inches, and in height from 50 feet to 100 feet, they are felled. The axe is used more or less in all lumber camps, but a saw, made especially for the purpose,

is more generally used. It requires much experience and good judgment to fell a tree in such manner as to clear all the surrounding trees in its fall and not shatter itself to pieces. The manner of cutting determines the direction in which the tree is to fall. After the tree is down it is cut into suitable lengths, which are known as logs. If convenient to a stream, the logs are dragged by oxen or horses to a point where they can be conveniently rolled into the water. Where there is no stream or a convenient tramway, they are rolled on the wagons and hauled to the mill pond for more convenient handling at the mill.

If the tree be felled near a tramway the logs are dragged by oxen or horses within easy reach of the steam loader, which picks them up as a boy would a match and places them on the logging car in good order. When the train is loaded and each car load securely chained down, a powerful dumpy, wheezy little engine hauls it to the mill pond, where the logs are dumped into the water. In all these operations it is necessary that the men be expert and that they understand the movement of heavy bodies and be alert at all times. It is an easy thing to get into the way of a gyrating log, which ought to go the other way but does not.

At the mill a number of amphibious men have ample opportunity to display their agility in riding logs and balancing themselves on very unstable footings. On the rivers, and when there is a log jam, there is more or less personal danger in the handling of the logs and occasionally a log-

ger is crushed or drowned. In the mill pond the logs are attached with a heavy chain to a hawser and are yanked one after another up a slippery inclined chute to the saw room, which is usually on the second floor of the mill. Their stay on the inclined log bed or platform is very short. At each side of the platform, near the carriage, there is a "flipper" which throws the log on the carriage in a jiffy.

As soon as the log is on the carriage, it is automatically adjusted and securely fastened and a touch on the lever sends the carriage with the log against the saw. In a second or two it has passed through the log and cut off a slab.

In the smaller mills and in the older mills the large circular saw is in common use, but in the newer mills and where very large timber is prevalent, immense band saws are preferred for the first cutting. A band saw will pass through a log from four to six feet in diameter. This saw is a steel band from ten to twelve inches wide and about fifty feet long, securely welded so as to form a continuous hoop or band. It is stretched over two pulleys and runs at a speed of about two miles per minute.

The first slabs cut off are irregular in length and width and have the bark on. After two or three slabs have been removed, the log is automatically turned by a huge finger, commonly called a "nigger," which projects through the floor, and slabs are cut away until the log is square to the dimensions of the lumber to be cut. For bridge timbers, railroad lumber,



A LOG TRAMWAY.

dimension stuff, such as scantling, rafters, joists, stringers and special sizes, the manipulation generally ends at the first saw, but when ordinary lumber of standard sizes is to be cut, several additional operations are necessary.

The squared log, on its carriage, is moved to and fro with the utmost rapidity, losing a plank with each forward movement. The adjustment of the log for each cut is almost instantaneous, a slight touch at the lever does it and a dozen planks are sawed before the story could be told in words. The planks of standard width drop on an endless chain carrier, run to a second carrier, which moves them broadside against two circular saws and in an instant the ends are trimmed to standard length. They then drop on another carrier and go either to the drying kilns or the lumber yard. In the planing mill one or both sides are planed smooth, the boards passing through the machine in a continuous procession.

They are then ready for market and are loaded on cars usually standing on tracks running to the planing mill. Most of the slabs, first cut off the log, have the regulation thickness, but lack the width and length. They run over other carriers and come between different sets of circular saws that cut them to lumber of smaller standard dimensions, trimming off the edges as well as the ends. There still remains a quantity of slabs too small to make merchantable lumber. These are run automatically through another series of circular saws, which reduce them to plaster laths. In the planing mill department the smaller sizes of planks are planed on one or both sides, are tongued and grooved to make flooring, or are beveled to make weather boarding or drop siding and other forms of merchantable lumber. In the Western territories, where both lumber and fuel are scarce the refuse from the slabs is sold for fuel, but in the Central states, the shavings and some of the sawdust are automatically carried to the boiler room and are fed to the furnaces, but the most of it goes to the burning heap several hundred feet away from the building, where it is carried automatically.

In the foregoing description, the long and short leaf yellow pine is more especially alluded to, the lumber

from which is generally used in house building, where great strength and durability are required. It is also extensively used for casings, baseboards, ceiling, flooring, and for interior finishing, being, when properly selected, a most ornamental wood, and used in preference to any other wood in the United States. For the lighter construction, such as mouldings, doors and siding, Northern white pine and Southern cypress are extensively used.

The manufacture of hardwoods, for wagon timbers, furniture and various other purposes, is a separate and distinct business. The mills are usually smaller, and the material turned out is of smaller dimensions. Shingle making is also a separate industry, in which white pine, cypress, red cedar and California red wood are consumed in great quantities. In cooperage a considerable variety of woods is used. Vinegar, wine, beer and oil casks, paint barrels, require the best white oak timber; for flour barrels, sugar barrels, etc., some of the softer woods find application, though cottonwood, gum, yellow pine, sycamore, etc., etc., are used in the very cheapest.

The manufacture of fruit boxes, crates, egg cases, baskets, etc., is a very important industry, utilizing the sycamore, cottonwood, linn, poplar and gum timbers in great quantity. In the manufacture of baskets, crates and light boxes, the log, usually four feet in length, is thoroughly boiled and then put in a lathe. A great knife-blade, held against it, peels off a shaving four feet wide and from thirty to fifty feet long. This shaving, from 1-16 to 1/2 inch thick, is cut in proper lengths and widths or stamped out in the desired forms, run through a machine and comes out a finished basket, well made and serviceable and wonderfully cheap.

The lumber industry on the Kansas City Southern Railway is probably of greater extent than in any other part of the United States. Yellow pine lumber can be secured on 460 miles of this line, and 126 establishments are engaged in the manufacture of lumber. The daily capacity of these mills is 5,741,600 feet of lumber, 242,000 feet shingles and 210,000 feet is miscellaneous material. The transport of this lumber requires 1,200 cars per week.



ANGORA KIDS IN POLK COUNTY, ARK.

THE ANGORA GOAT.

The Ozark Range or "uplift," as it is termed, is a vast but comparatively smooth elevation lying between the Missouri and Arkansas rivers. Its height varies from 1,500 feet to 3,000 above sea level. The summit in general consists of beautiful rolling prairies and it is only in descending to the lower valleys that the resemblance to a mountain region is observed. Most of the streams that rise in this region have cut deeply into the face of the "uplift" producing hills and mountains at their watersheds. The crest of the range is an irregular line running in a southwesterly direction from near the Mississippi river, below Pilot Knob, to the Arkansas River about the Indian Territory border. A continuation, or parallel uplift lies south of the Arkansas river and extends almost to Red river. Water courses are very numerous and the immediate valleys are generally well timbered and fertile. On the slopes of the mountains much of the land is too uneven for large farms.

It is an ideal region for the profitable propagation of live stock, being well grassed, but is particularly good for raising Angora goats, as the great undergrowth of brush in many localities affords subsistence for vast flocks of these animals. The Kansas City Southern Railway skirts the western slope of this range and in the counties of McDonough, Mo., Benton,

Washington, Crawford, Sebastian, Scott, Polk, Howard and Sevier, Ark., there are considerable areas of country most admirably adapted to the business of raising goats.

There is a vast difference between goats and goats, in fact, as great a difference as there is between a razor back hog and an up to date Poland China or Berkshire. The kind to raise is one that costs next to nothing for feed, will yield from three to eight pounds of fine mohair worth 25 to 50 cents a pound and yield good venison—mutton when he goes to the block. The Angora goat seems to comply with all these conditions and the consensus of flock owners is that he is a profitable animal to raise under all conditions.

The original home of the Angora goat consists of the practically barren uplands of Turkey in Asia, but the climate, soil and vegetation of the mountain and forest regions of the United States appear to be more suitable to its welfare than its own native lands. The goat readily adapts itself to any climate, except that of the polar regions. Hardy, agile, enterprising, it always prospers if not confined, in hot or cold regions, on mountain or plain, but it always prefers the rough, rocky, wild and hilly land. Goats are by nature browsers, and not grazers. They reject growing grass and grain for wild weeds of nearly all kinds, and as brush clear-



TWO YEAR OLD ANGORA BUCKS, OWNED BY W. M. LANDRUM, LAGUNA, TEX.

ers they are unexcelled. Millions of acres of rocky or brushy land can be effectually cleared by these animals, thus destroying the growth that invites forest fires and making possible the substitution of nutritious grasses. Any kind of a goat will clear brushy land, but as it costs no more to maintain valuable goats than worthless ones, Angoras are recommended if obtainable on reasonable terms.

The Angora grows to the same size as sheep, but does not mature so rapidly. It is a prolific breeder and a productive shearer until twelve and fourteen years old. It lives and thrives in any climate where sheep live and prosper, no matter how hot or cold. All the shelter it needs is an open shed, facing the south to protect itself against the cold rains and snows of winter. It feeds and does well during the winter on corn fodder, straw and coarse hay and during March and April on grain.

Goats abhor filth and while they eat food of every kind, it must be sweet and clean, with pure fresh water to drink. The kids generally appear in May and require the same attention that lambs do. The high grades and pure breeds are more prolific than sheep, raising 90 to 110 per cent increase. They have good common sense, are good hustlers and will not starve if there is anything in the neighborhood to eat. They usually feed in flocks, do not scatter much, and when alarmed bunch together for defense. They are vigorous fighters, and very self-reliant and defend themselves and their young against dogs and wolves.

They eat the leaves from nearly every tree and bush peculiar to Arkansas and also strip off the bark. They seem to like every weed except mullain and burdock. On cultivated land they are of great value as weed exterminators and fence corner cleaners, and turn to practical use nearly all of the waste vegetation of the

farm. This reduces the cost of their keep to almost nothing. A sheep fence will hold them and they are comparatively free from disease.

Angoras are shorn in the spring. The fleece weighs from 2½ to 4 pounds on average good goats, while extra fine, pure bred goats will often shear from eight to ten pounds. Prices of mohair vary from twenty-five to forty-five cents per pound in the market according to the grade. The skin of a high grade Angora has double the value of a sheep pelt, because of the furs, rugs and kid leather robes manufactured from them. The skins of the lower grades sell at about the same price as sheep skins.

The goats are profitable animals in the feed lot. On grain they take on flesh very rapidly and fatten in one-fourth less time than sheep. Their flesh, in the summer, when browsing, has a delightful flavor, between venison and mutton, which gives the name of venison to their meat. In winter, when fattened on grain, it acquires the mutton flavor, but is free from the "wooly" taste common to sheep. Thousands are sold as "well dressed mutton" and only an expert can tell the difference. They dress out a larger percentage of meat, generally more juicy and of finer flavor than mutton.

On the open range flocks of 1,200 to 1,500 can be successfully handled, but smaller flocks do better. It is easy to grade up a lot of common short haired does by the use of a pure blood buck. The number of sheep in the United States is reported at 60,000,000, that of goats at 800,000. Of these 350,000 to 400,000 are probably shearing goats, capable of producing a marketable fleece. These are principally owned by the American Angora Goat Breeders' Association, numbering 175 members scattered all over the United States. The "American Angora" is the official organ and is published at Kansas City, Mo.



SCOTT COUNTY, ARKANSAS.

This county borders on the Indian Territory and lies between Sebastian and Polk counties. Its area is 1,080 square miles and the population according to the census of 1900 is 13,183. The Kansas City Southern Railway passes near the western border, but the Arkansas Western Railroad connects Waldron, the county seat, with it at Heavener, I. T.

The surface of the county is principally hilly, broken country, ranging in altitude from 300 feet to 2,600 feet above sea level. The greater part is covered with a sandy loam underlaid with clay subsoil. The lands in the well known Fourche La Pave, Poteau, Petit Jean and Dutch Creek Valleys are very fertile, and are equally as productive along the creeks and smaller streams throughout the county. The bottom lands produce with fair cultivation from three-fourths to one and one-fourth bales of cotton, from forty to seventy-five bushels of corn, and from ten to twenty-five bushels of wheat per acre, to say nothing of the various other crops, which are grown in abundance. The uplands, with the same degree of cultivation, produce from fifteen to forty bushels of corn, from one-fourth to one bale of cotton and from five to fifteen bushels of wheat per acre, without the aid of fertilizers.

The county will compare favorably with any county in the production of grapes, apples, peaches, plums, berries, pears, potatoes and almost every variety of vegetables. Apples grown on the highlands or mountainous regions prove to be as good in size, quality and flavor and the yield as abundant as in any of the famous apple districts of Arkansas.

The mountain lands also afford an almost unsurpassed range for live stock of all descriptions, the country being very well watered. The growth of the native grasses in the hilly lands is luxuriant, and wherever the timber is removed the already fine growth is greatly improved. Much of the country is admirably adapted to the Angora goat, whose propagation would be very profitable here. Owing to the short and mild winters cattle, hogs and other stock are frequently carried through the winter season with very little feed and often no shelter.

This class of lands being as yet cheap and much of it subject to homestead entry, splendid opportuni-

ties are offered to stock men to establish and maintain a lucrative business with a very small investment. The average annual rainfall is about fifty inches, usually very well distributed. The climate nearly all the year round is pleasant and healthful. The unoccupied government land comprises about 260,000 acres and is subject to homestead entry under the homestead laws. The balance of the county is in deeded lands about one-half of which is improved. Much of the government land is broken or hilly, and in many instances not more than twenty to forty acres are suitable for general farming, though good for fruit growing and for stock raising. There are a few small prairies in the county, but in the main the lands are thickly covered with timber, principally yellow pine, post oak, red oak, hickory, white oak, gum, sycamore, cedar and, scattered about, some walnut.

The mineral resources of the county are entirely undeveloped, but coal of fine quality has long been known to exist in the northern and western parts. Iron and zinc exist in different parts of the county, and strong indications of oil have been found in the Black Fork Range in the southern part of the county. Fuel and building material are very cheap in all parts.

The railroad facilities of Scott county consist of the Choctaw, Oklahoma & Gulf Ry., which runs through the northern part, the Kansas City Southern Ry., near the western border, and Arkansas Western, which furnishes transportation facilities from Waldron, the county seat, to Heavener, I. T., on the K. C. S. Ry. The county has seventy-six school districts, with a good school in each, which are maintained from three to nine months in the year. The assessed values of Scott county are \$1,567,013, of which \$922,374 are charged to real estate and \$644,639 to personal property. 2,805 good citizens pay a poll tax. The live stock of the county consists of 3,493 horses, value, \$101,021; 1,726 mules, value \$68,849; 13,635 cattle, value \$107,290; 3,585 sheep, value \$3,723, and 19,359 hogs, value \$21,427.

WALDRON, the county seat, has about 600 inhabitants and is substantially built. The manufacturing enterprises consist of a first-class roller mill, a grist mill and cotton gins and various wood working shops.

IRRIGATION OF THE ORCHARD AND GARDEN.

II.

Some months ago the correspondent of an Eastern horticultural paper, who grows strawberries for the Cleveland market, elaborately described his experiences in the irrigation of strawberries. He had a good spring on his land, distant several hundred feet from his strawberry bed. At the spring he had a small power pump operated by a mule and a boy. In the strawberry patch he held the nozzle of the hose, while two hired men managed the body to prevent dragging the hose over the berry plants. He sprinkled his berries and it required about twelve days to get over the entire acre. He estimated the cost of one irrigation at thirty dollars per acre, and was well satisfied with the experiment, as he got nearly three times the money for his crop compared with the preceding year, and many of his neighbors failed entirely. His berries were larger and finer than any in the market, and the yield per acre had been more than doubled.

This report was read in the presence of some irrigators in Western Texas, and it provoked an audible smile. All present were at a loss to understand why a man should take such a roundabout method to attain an object when much more effective work could be done for less than one-tenth of the expense.

The West Texas gardener and fruit grower, if he had a few hundred feet of iron pipe lying around loose, would probably avail himself of the spring, but if the distance was so great that the cost of the pipe would equal the cost of a new well, he certainly would dig such as near his strawberry patch as possible. In this well he would put a twelve or fourteen foot windmill and pump, or a two and a half horse power gasoline engine and pump, attaching thereto a pipe leading to his reservoir, placed on the highest part of his land.

This reservoir is either circular or square in form, and consists simply of a patch of ground, surrounded by an earth embankment. The bottom of the reservoir is the natural surface of the ground. The embankment is made by scraping up dirt from the outside. Generally it is six feet high, containing five feet of water, six feet wide at the top and about fifteen feet wide at the base. Its capacity is calculated on the following basis: 27,154 gallons of water will cover one acre one inch deep or constitute an

acre inch. A good rain fall is equivalent to two inches, or 54,308 gallons. Seven and one-half gallons equal one cubic foot of water, hence 54,308 gallons equal 7,241 cubic feet. A ten or a twelve foot windmill should raise one thousand gallons per hour, or 10,000 gallons in a day of ten hours, or 50,000 gallons in five days, all of which could be held in a reservoir of 7,241 cubic feet capacity. A dirt reservoir thirty feet square and five feet deep will hold this quantity.

The windmill and pump will fill it six times a month, working only ten hours per day, hence this reservoir is sufficiently large for six to ten acres of land in a dry country. In Missouri or Arkansas, it would probably do for ten to twenty acres. Any farmer with a scraper and a pair of horses, mules or oxen, can construct such a reservoir in a few days. If the soil be clayey, it need only be thoroughly worked to make it water proof and prevent leakage. If the soil be a loose sandy loam, the inside of the reservoir is well tramped or beaten down. This is often done by putting in either cattle or sheep and encouraging them to travel with a blacksnake whip. An inch or two of water on the bottom will better pack the soil. On loose sandy tracts, having little or no clay at all, the inside of the reservoir is given a coating of hot coal tar.

The coal tar is applied as follows: A barrel of tar is sufficient to cover a surface of twenty by twenty feet. It is boiled down to about one-half of the original quantity. A two gallon sprinkling can with a flattened spout, so that a stream three inches wide and one-eighth inch thick can issue from it, is used for coating the reservoir. Only a very thin coat, done by one sprinkling, is needed, but it should be continuous and no spot should be overlooked. One coat well put on will make the reservoir perfectly waterproof and it will last for years. Of course, cattle and other live stock should not be allowed to get into the reservoir after it is finished. A six or eight inch iron pipe with a stopcock should be placed to run through the embankment, the stopcock being on the outside.

Now for the irrigation of the strawberry patch. First, the irrigator places a strong wooden box under the stopcock or end of the pipe to prevent washing away of the soil. Next, he runs a furrow (we will call it a lat-

eral) at right angles with the pipe if the conformation of the ground permits it. If the berries are planted in long, straight rows, so that he can get into the row with a horse and small plow, he will run a furrow clear across his acre lot, open the stopcock and let the water from the reservoir follow up the plow in the furrow. Having reached the other end of the patch, he runs a second furrow, distant four or five feet, according to the nature of the soil, back to his lateral.

When satisfied that the first furrow has received enough water, and this is generally shown in the fact that the soil will absorb but very slowly, and that a hoe handle can be pushed into it readily two or three feet deep, he throws a shovel full of soil into the mouth of the first furrow at the lateral, and diverts the water into the second furrow, and lets it run while plowing the third furrow, and so on he continues until the entire acre has received a good wetting. This work is generally done in about one-half day in some soils and a whole day in others. The entire cost of irrigating the acre varies from fifty cents to two dollars. If the irrigation is thorough, no more will be needed for a month, if it does not rain. With a reservoir of the capacity above mentioned, one acre could be irrigated six times, or six acres once during the month.

If the berries are planted too closely to admit of furrow irrigation, the irrigator divides the patch into "checks" or squares of about twenty feet. This is done by throwing up a ridge about six or eight inches high with a plow or hoe. The entire check is now flooded with water, say about three inches deep, which is allowed to stand and soak into the soil. All vermin in the check are given a fair chance to drown. When flooding, a lateral furrow connection with all the "checks" is generally plowed out first. This is generally done by plowing two ridges side by side, a few inches apart. The ground in the center is left undisturbed.

When irrigating by flooding, the irrigator lets the water run into this lateral furrow until it reaches the first "check." He then throws a shovel of soil from the side of the lateral into the channel, thereby diverting the water into the "check." When this check has two or three inches of water standing on it, the soil in the lateral is removed and used to patch up the side. The water now flows to the next "check," where the same

operation is repeated until the entire tract is irrigated.

Garden vegetables, when planted in long, narrow beds, not more than three to five feet wide, are irrigated by furrows between the beds. When planted in large, rectangular beds, like lettuce, spinach, etc., a ridge is formed around the bed with a plow or hoe, and the bed is then flooded. As a rule, furrow irrigation is practical whenever a plow can be got through. Fruit trees, grapevines, blackberries, etc., are always irrigated by furrows, which are generally run at a distance of four to six feet from the plants, the idea being to give the fine, lateral roots plenty of water. The trunks need none, and the tap root is down deep enough to get water from below.

Manuring during irrigation as a rule is not practiced. Vegetable patches are sometimes manured and this is done in the following way: A large dry goods box that is watertight is placed convenient to the lateral furrow. This is filled to the top with sheep or any other animal manure and water. After standing a few days it is ready for use. An inch pipe leads from the box to the lateral furrow, and when a particular bed is to be manured the liquid manure is simply allowed to run into the lateral and is carried in about twenty times its volume of water to the place where wanted. By using liquid manure the irrigator drowns out all vermin that may be in the manure. Grass seeds and the seeds of weeds, etc., generally float on top in the box, and are not carried into the beds.

This is the whole problem of irrigation in a nutshell. After the water is secured the process of irrigation is simple and inexpensive. Its application is just as necessary in Ohio, Indiana or Illinois as in California or Arizona. It secures to the farmer nearly double the ordinary yield. The farmers of the Northern and Eastern states are letting untold millions of dollars go annually to waste in their running streams, which, instead of being allowed to run into the sea, should be turned on the land in season of drought.

The well and windmill are not the only means to secure water for irrigation. Most farms have on them some place where water can be caught from the rains and stored, and small springs and streams, if stored, can furnish a considerable supply. Much loss can be avoided by a little foresight and good management.

NEWTON COUNTY, MO.

This county lies on the western slope of the Ozark range in the western tier of counties, immediately north of McDonald county, which forms the southwest corner of the state. It is rectangular in shape, is twenty miles wide, north and south and thirty-one miles long. Its area is 629 square miles or 403,000 acres. About one-third of the county is hilly, the remainder being comparatively smooth, level lands lying between more undulating areas. The general slope of the surface is to the west and in the southern portion to the south. The county is exceptionally well watered, having numerous fine streams of clear water and abounding in sparkling springs, some of them of remarkable size. All the brooks and creeks are typical mountain streams, flowing rapidly over clean sand and gravel. The yearly rainfall is between forty and fifty inches, and is usually well distributed; the average temperature about 56 degrees. The snowfall is light, rarely exceeding 15 inches during the winter, which is usually short and not excessively cold. The summers are long, compared with northern latitudes, but owing to the altitude, 1,000 to 1,500 feet, are not unpleasant. About one-fifth of the county is covered with timber, though originally two-thirds was timbered.

There is considerable diversity in the soils, the same varying from black to dark red and light gray, but as a rule they are limestone soils. Along the water courses they are black alluvials; on the uplands deep red clays, very fertile, while in the timbered hills they are less fertile, but very well suited to profitable fruit growing.

Wheat and corn are chief among the grain crops, although other grains are grown in great quantity. Wheat runs from 15 to 30 bushels per acre; corn 30 to 60 and oats 30 to 40 bushels. Flax, buckwheat, sorghum, hay, clover and timothy are staple crops, blue grass pastures prevailing. Nearly all farmers engage more or less in raising live stock and cattle, hogs, sheep, horses and mules form no small part of the county's export.

Some of the finest apple orchards in Missouri are situated in Newton county, though this branch of horticulture is not yet on a commercial basis. Pears, peaches, plums, cherries and

grapes are more extensively grown, the exports in strawberries reaching about 11,000 crates per season. The poultry shipments from the county are very large, the exports from Neosho alone being 9,025 dozen of chickens, and 3,328 cases of eggs of 30 dozen each. The county's exports in 1899 include 1,131 head of cattle, 6,841 head of hogs, 270 horses and mules, 222,900 bushels of wheat, 37,437 bushels of corn, 4,000 bushels of oats, 5,895 bushels of flax seed, 434 tons of hay, 457,368 pounds of flour, 130,000 feet of hardwood lumber, 7,000 tons of zinc ores, 1,120 tons of pig lead, 2,305,049 pounds of tripoli, 53,000 bricks, 6,500 pounds of butter, 3,776 pounds of furs, 68,502 pounds of hides and pelts, 27,525 pounds of wool and three carloads of charcoal.

In the northern part of the county is a great zinc field, forming part of the Joplin district. Mining is carried on extensively at Spurgeon, Granby and other points. Tripoli beds are worked at Seneca and Racine and soft coal has also been found. There are fine quarries of limestone and sandstone and large deposits of potters' and brick clays.

The census of 1900 gives Newton county 27,000 inhabitants, of whom 3,000 are located in Neosho, the county seat, the principal towns in the county being Neosho, Granby, Seneca, Newtonia, Wentworth, Spurgeon, Racine, Spring City, Ritchey, Saginaw and Tipton Ford, Diamond and Stella. On these Neosho, McElhaney, Saginaw and Tipton Ford are stations on the Kansas City Southern Railway.

The tax renditions for 1902 show the values of real estate to be \$7,253,880, and of personal property \$1,167,687; the average value of lands, \$20 per acre. The live stock is reported to consist of 8,904 horses, 1,489 mules and asses, 14,712 head of cattle, 645 head of sheep, 11,436 head of hogs, and other live stock to the value of \$635. The county has no indebtedness and the rate of taxation is 66 cents on the \$100 valuation.

Land ranges in price from \$15 to \$100 per acre, according to location and improvements. Land sales are generally made on a basis of one-half cash, 6 or 7 per cent interest on deferred payments. Fully 66 per cent of the county is in cultivation and nearly every farm has an orchard attached.

THE TOWN OF DEQUEEN, ARKANSAS.

About five years ago it occurred to some one that a certain tract of land in Sevier county, covered with a heavy growth of forest trees, would make a good townsite. It was on the right of way of the "Port Arthur Route," then building, and had as good a chance of becoming a town as any of the fifty odd other tracts along the line which were selected for townsites and railroad stations.

As usual with new towns, the future of which is not yet assured, the buildings erected were of a temporary character, cheap in construction and not peculiarly attractive. A sufficient space of time passed to demonstrate that the location was a good one, and then a conflagration effectually cleaned up the townsite and removed a number of unsightly structures, which might have held on a few years longer. A good big fire is frequently as beneficial in a young town as are a dozen first class funerals in an old city.

The year 1902 finds De Queen a substantial little town of 2,000 people, with fine blocks of brick business buildings, many comfortable and attractive private residences, electric light and telephone service, good high grade schools, four or five attractive places of worship, several flourishing lines of manufactures, a new railroad and a bright future ahead.

De Queen is 434 miles south of Kansas City and fifty miles north of Texarkana, and is situated at the base of a spur of the Ozark mountains. The surrounding country is a superior agricultural, horticultural, mineral and timber district. The manufacturing enterprises consist of an extensive sawmill plant, equipped with band saws, planers and all modern appliances, and a standard gauge railroad sixty miles in length, reaching far into the great forests of pine timber, which abounds in this locality. The daily capacity of this mill is 115,000 feet board measure, and it employs large numbers of men, whose payroll runs monthly into the thousands of dollars. This mill is a permanent institution, and has raw material in sight to run for years. In addition to this extensive plant are three sawmills of lesser capacity, one planing mill, two stave factories, one shingle mill and an establishment for the manufacture of felloes, hubs, spokes and other wagon material. Short-leaf pine, white oak, red oak, hickory, gum, ash and other

valuable woods are abundant and within easy reach. There is perhaps more valuable oak immediately tributary to the De Queen mills than around any other station on the Kansas City Southern Railway. To the west of De Queen following up Bear Creek there is reported a supply of oak sufficient to run a mill for fifteen years.

The industrial resources of De Queen are capable of indefinite development and at present there are good openings for a furniture factory, a flouring mill, pottery, wagon factory, woolen mill, creamery, steam laundry and other establishments.

The soils in this vicinity are variable in composition and quality, the valley lands being exceptionally strong and fertile. Much of the country is underlaid with clay. Wheat, corn, cotton, domestic grasses are extensively grown, and stock raising carried on as part of farming operations is profitable.

Commercial fruit growing and truck gardening have within the past few years been developed into an extensive and profitable business under the care of the De Queen Horticultural Society. Peaches yield large crops of handsome fruit and one orchard, the Johnson fruit farm, contains one thousand acres. Strawberries yield magnificent crops, are very early, of excellent quality and "go" in any market. All varieties of small fruits and grapes yield well and are profitable. In all about 1,000 acres are devoted to truck growing. Several thousand crates of canteloupes were shipped in 1901 and two hundred acres have been added to this crop for 1902. Some peaches were shipped in 1901, but the trees will be in full bearing this year and the blackberry crop will be immense. Both sweet and Irish potatoes yield fine crops and the crops of cabbage, tomatoes, onions, turnips, beets, radishes, carrots, etc., have found a ready and profitable market. Truck growers, fruit growers and farmers generally cannot go amiss by stopping at De Queen if looking for a location. It is a new town, in a new country, with a hustling population, who will welcome more hustlers. Lands range in price from \$2.00 to \$15.00 per acre, according to location and improvements. Of U. S. homesteads there are still open for settlement under the homestead laws some 17,000 acres.

THE BEAUMONT-PORT ARTHUR OIL FIELD.

To those who have invested some of their spare dollars in Texas oil stocks there is perhaps nothing more interesting than the reports from the oil fields. The number of oil companies and individuals doing business on Spindletop is one hundred and forty-nine. They own in the aggregate 170 flowing wells, all of which are in the market, yielding oil and were capitalized at the sum of \$93,135,000, on May 31st, 1902.

The shipments of oil since the beginning of operations are as follows: Up to November 1st, 1901, 1,901 cars, or 676,195 barrels. During November, 1901, 2,227 cars, or 351,983 barrels; December, 1901, 3,050 cars, or 474,790 barrels; January, 1902, 3,418 cars or 546,881 barrels; February, 4,077 cars, or 687,961 barrels; March, 4,948 cars, or 803,794 barrels; April, 5,025 cars, or 851,178 barrels; May, 5,481 cars, or 932,411 barrels; total shipments, 32,595 cars, or 5,335,293 barrels. In tankage and local use, 8,685,817 barrels, or total output, 14,021,110 barrels. Considering the very short time devoted to the development of this field, the output is astounding. With the completion of the several very large refineries now under construction the output will be enormously increased in a very short time.

The construction of refineries, oil tankage, pipe lines and other accessories of the oil trade is going on at an astonishing rate. At Port Arthur, Tex., seven refineries are completed or under construction; at Orange and at Beaumont two very extensive plants are also being built.

On April 1st the completed tankage had a capacity of 6,630,000 barrels. At Lucas there were 10 tanks, with 497,500 barrels capacity; at Gladys, 36 tanks, capacity 1,076,500 barrels; at El Vista, 24 tanks, with 1,172,500 barrels capacity; at Beaumont, 2 tanks, capacity 6,300 barrels; at Sabine, 2 tanks, capacity 110,000 barrels; at Sun Station, 4 tanks, with capacity 222,000 barrels; at Viterbo, 1 tank, capacity 55,000 barrels, and at Port Arthur, 33 tanks, capacity 1,762,000 barrels. Total 112 tanks, capacity 5,390,300 barrels; earthen reservoir, 1,250,000 capacity, giving a total storage of 6,630,000 barrels.

The iron tankage under construction on April 1st and not yet ready to receive oil, was at El Vista, 92,000 barrels; Port Arthur, 147,000 barrels; Lucas, 55,000 barrels, and Gladys, 150,000 barrels; total, 445,000 barrels. The

average cost of iron tankage is about 25 cents per barrel and the money involved in the tanks completed up to April 1st was \$1,347,575. The iron tankage completed to January 1, 1902, was 2,825,809 barrels, and the increase between that date and April 1st was 2,546,500 barrels.

Between April 1st and June 1st there has been a great increase in tankage, in pipe line mileage and other improvements. The Guffey Petroleum Company have now from 60 to 70 steel tanks, completed, each capable of holding from 35,000 to 55,000 barrels of oil and most of them filled. Their Refinery No. 3, costing about \$1,000,000 is nearly completed and in connection therewith there are being erected an immense barrel factory, a can factory, office buildings, etc., etc. One of the largest oil steamers in the trade is now being built at Camden, N. J., for this company, to run between Port Arthur and Atlantic ports. Its carrying capacity will be 60,000 barrels. The same company is building storage tanks at Bayonne, N. J., Charleston, S. C., Vicksburg, Miss., Mobile, Ala., and other places.

The Gulf Refining Company is now building, in connection with its refinery at Port Arthur, a sulphuric acid plant. It has been found that the oil carries enough sulphur for its own purification. The acid factory will have a daily output of 60,000 pounds.

The Texas Oil Company have in construction on Spindletop fifteen large steel tanks and have completed their pipe line to Port Arthur, where they will build a refinery. At Nederland they have purchased 80 acres of land for tankage room.

The Star Oil Company have now 137,500 barrels steel tankage at Spindletop, 220,000 barrels tankage at Port Arthur, 650,000 barrels earthen storage at El Vista and 32 settling tanks of 1,200 barrels each at Spindletop. Their pipe line to Port Arthur and deep water is completed and the construction of their refinery is to be begun at an early day.

The Geo. A. Burt Petroleum Co. is building a very large refinery at Beaumont and has let contracts for the storage of 10,000,000 barrels of crude oil. Two pipe lines from Beaumont to Sabine are now under construction.

Both the Gulf Refining Company and the Union Oil and Refining Company are arranging to build oil refineries between Beaumont and Port Arthur.

The new tankage constructed during the month of May, 1902, will approximately hold 20,000,000 barrels. The greater part is in earthen reservoirs.

Lands suitable for storage within reasonable distance of Spindletop have, during May, risen from \$500 per acre to \$1,000 per acre. Oil land values are very high. Lot 8, block 21, Gladys City (Spindletop), brought \$12,000 cash. This value is at the rate of \$210,000 per acre.

Oil stocks seem to be in good demand. At the Beaumont Oil Exchange the sales were, in March, 1,976,535, and in April 2,179,495 shares; in Galveston, April, 455,711 shares; and in Houston about the same as in Beaumont. In the aggregate 5 million shares were sold.

The transportation facilities for handling oil have been greatly increased in various ways, both by the oil companies and by the transportation companies engaged in the oil business. There is no record available of the new oil cars built, but the shipments for May were 5,481 car loads. The pipe line service is continually increasing in capacity, there being some eight or ten lines completed and in construction, one line being now built from the new oil field at Sour Lake, Texas, to Port Arthur.

The steamship service is also reaching great dimensions. G. T. Soley & Co. of Liverpool and the Shell Transportation Company maintain a regular service between Port Arthur and English ports, each having three or four large steamers per month. The Guffey Petroleum Co., and several other oil companies have each a fleet for coastwise oil traffic. The Texas Oil and Pipe Line Company have recently acquired the new steamer Julia Lukenbach, which was put in service June 1st, 1902. The Shell Transportation Company has the steamers Strombus, Primus and Cardium in regular service, each vessel reaching Port Arthur at least once a month and receiving a cargo of 60,000 barrels of crude oil. The steamships Argyle, Washtenaw and Progress are under a five years contract to carry oil between Port Arthur, New York and Philadelphia. The

steamship "Breakwater," also under contract, recently made the trip from New Orleans to Puerto Barrios, Guatemala, in two days and nineteen hours, using 850 barrels of oil for fuel. The annual saving made by the use of oil is \$9,240. The Lone Star Oil Company shipped, on June 9th, by steamer Maverick and barges, 55,000 barrels of oil to New Orleans and Philadelphia. The new steamship, "Marcus Hook," built for the Standard Oil Company, was launched at Elizabeth, N. J., on June 3d. The oil steamer Atlas cleared from Port Arthur about June 10th with 40,000 barrels of oil for Atlantic coast cities. The new oil steamers, the "North-eastern" and the "Northwestern," both of the "Northwestern Line," have been added to the Port Arthur oil transportation service. The Standard Oil Co. will put in service two new large oil tugs and a large number of oil barges.

The development and exploration of the oil resources continue without interruption. On Spindletop there are now over 250 flowing wells, of which 170 wells are in the market as producers. It is now the general opinion that the oil supply of Spindletop, vast as it is, is not all, but that there is another oil deposit below the one now yielding so enormously. The Higgins Oil Company are now boring to a depth of 3,000 feet to definitely settle this point. They are now some 300 feet below the deepest boring and find the indications very favorable. At Jennings, La., two powerful oil gushers have been brought in and a company with \$1,000,000 capital has been organized. The depth at which oil is found is 1,850 feet. Other successful borings have been made at Sour Lake and Saratoga. The use of oil as fuel in transportation and manufactures is rapidly increasing. Oil is now used in the iron works in East St. Louis, by the Inter-Borough Rapid Transit Co. of New York, which formerly used 250,000 tons of coal per annum; by the Morse Iron Works of New York, by several railroad companies and steamship lines and smaller enterprises. With the assurance that fuel oil can be had in any desired quantity there is no question that the oil will be universally employed in place of the coal.



AN EXPERIENCE IN COOKING RICE.

Uncle Tom Jones had taken his two nieces to the Buffalo Exposition, and on one of their visits the girls had been at the Louisiana Rice Kitchen. On their return to the hotel they endeavored to explain to their aunt the various ways in which rice could be cooked, when Uncle Tom broke in and asserted that he knew of one way in which rice should not be cooked, and then he proceeded to give the directions, as follows:

"When I was a very young man, just 21, I thought it the proper thing to get married, and I found a young lady, your amiable aunt, who was of the same opinion. After getting down to housekeeping, in which she nobly did her share, the time came for her to take a vacation of two or three weeks. At parting she informed me that she had arranged with a neighbor's wife for my meals and that there was no occasion for me to meddle with the kitchen or any of its belongings.

"I found after a day's experience that I would rather board somewhere else, that is to say, up town. A week or ten days had elapsed when some special business brought me home before supper time. I did not care to go down town again and concluded that I could cook eggs and rice soup as well as anyone. I bought a shin bone on my way home, and after rummaging in the pantry I found a package of rice containing about three-fourths of a pound. Putting two quarts of water in the pot, the shin bone, and pouring all the rice into it, I sat down to read the newspaper. After a time I heard considerable sputtering around the stove, and going into the kitchen I found that my pot of rice had vastly increased in bulk. My shin bone was on the stove in company with a good deal of rice. I hurriedly scraped from the stove what had fallen thereon, then filled one saucepan, then another, and several more, occasionally scraping the stove to keep it from burning what was continually falling on it, when the door opened and in came your aunt.

"She had caught me red-handed, and promptly accused me of being utterly unable to cook rice or anything else. I tried to convince her that this was an unusual kind of rice, in fact, a new variety which had just been introduced; that the ordinary article I could handle as well as anyone, but that I had not gotten onto the capers of this particular variety. She told me that I had made a terrible mess, that the house was full of the smoke of burning rice, and that as soon as she had the stove cleaned, she would cook some and show me how.

"She failed to find the original package in the pantry and told me that I had used altogether too much, that one or two tablespoonsful would have been more than sufficient. Like a good, consistent liar as I was, I told her that I had cooked a dozen times from that same package, and that it was the new variety, of which I had just gotten a small quantity, that was making this mess.

"Of course, she did not believe it and sent me to the store for another pound of rice. On my way to it, I concluded that my story was altogether too thin, and unless I could make it more plausible I would be discredited as a cook for all time. Therefore, instead of buying a one pound package of rice, I bought two, and when I got home I handed one of them to your aunt. She then very deliberately put a quart of water in the pot, which she had cleaned during my absence, added two tablespoonsful of rice, and called my attention especially to the amount to be used when making soup. I then went into the back yard to chop kindling wood for a while. I kept my eye on the kitchen. As soon as your aunt had left it temporarily, I tiptoed in and dropped into the pot the extra pound of rice which I had not delivered to her, and resumed cutting kindling wood. In about twenty minutes I observed unusual activity in the kitchen. Your aunt was extremely busy filling one pan after another with rice, and as there wasn't room for the soup bone, it was on the stove. About that time I happened to drop in and inquired how she was getting on. As soon as she saw me, she made a rush for the pantry and brought out the first package of rice that I had given her. She was utterly dumfounded. She could not understand it, but nevertheless she suspected me of mischief, but did not know how to prove it. I did for the time succeed, after a fashion, in saving my reputation as a cook.

"Fully a year later, in the presence of your grandmother, I made a confession and had my hair pulled. That's one of the ways not to cook rice."

INDUSTRIAL NOTES.

MERWIN, MO.—The local creamery receives about 10,000 pounds of milk per week. The Armour Packing Co. have made a bid of 22 cents per pound for the entire output of the creamery for the next six months. The creamery wants more milk from the surrounding country than it now receives.

HUME, MO.—A fund is being raised here now for the purpose of making some experimental oil borings. The indications for gas and oil are equal to those at Iola or Gas City, Kansas.

PITTSBURG, KANS.—Seven of the fifteen buildings, which comprise the big plant of the Pennsylvania & Kansas Powder Co., are now in course of construction. The plant will be ready for operation by June 1st and will employ 300 men.

JOPLIN, MO.—An immense powder manufacturing plant is being erected on Center Creek near Cartersville. The enterprise is undertaken by Indiana capitalists.

A Liquid Soap Factory, with capital of \$25,000, has been organized here and will begin operations immediately.

Galena, Kansas, a few miles west of Joplin, is negotiating for the erection of an electrolytic smelter for zinc ores. It is a new process of smelting, the value of which is to be demonstrated at Galena.

The Joplin Creamery Company, incorporated a few weeks ago, has decided to erect a plant in Joplin. The company is now looking around for a suitable site.

The Joplin Brick Company have opened their first kiln of brick, the product of which appears to be first class.

It is not generally known that the foundries of the Joplin Mining District furnish much of the concentrating mining machinery used in Wisconsin and Utah, but it is nevertheless the fact that the Aurora and Joplin, Mo., foundries compete successfully with St. Louis and Chicago for this business and get it.

The government appropriation for a federal building at this point is to be increased to \$155,000, which will be sufficient to buy the ground and erect a commodious building.

The Hudson mine and several other valuable mining properties have been recently sold to the Morton Bros. of St. Louis. The consideration was \$260,000.

The mining committee of the Joplin Club is arranging with the Louisiana Purchase Exposition for an elaborate, full and complete display of the lead

and zinc ores and other mineral products of the Joplin District.

WESTVILLE, I. T.—Westville is to have a new grain elevator. The plans and specifications have been prepared. The building will be on the railroad right of way and the machinery will be of the latest and best patterns.

GENTRY, ARK.—The Gentry Canning Company will put up a canning factory provided enough contracts can be secured to make it certain that all the fruits and vegetables necessary for the operation will be available.

Mr. W. N. Burdick's Creamery at this point is to be enlarged. He has a ready sale for all his product.

Gentry now has a Commercial Club. Mr. E. A. Runyan is president, Mr. Leo A. Moore, secretary. Negotiations for a storage plant are in progress.

SULPHUR SPRINGS, ARK.—Mr. Persell has opened up a very fine quarry of extra good limestone, affording a most excellent quality of building and bridge stone. In connection with the quarry there will be opened three lime kilns, with a daily capacity of 120 barrels.

GRAVETTE, ARK.—A plan for a water works system for Gravette has been worked out. The water is to be taken from a large spring south of town.

SILLOAM SPRINGS, ARK.—A contract has been let for the erection of a storage house with a capacity of 40,000 barrels of apples and an immense ice plant will be completed by October first. Col. F. J. Hart of Joplin, who is interested, reports that there will be 100,000 barrels of apples within a radius of ten miles of Silloam Springs.

STILWELL, I. T.—The American Cotton Company will erect a \$10,000 cotton warehouse during the present year.

MARBLE, I. T.—The marble in this vicinity has been carefully tested and found to be equal to the Vermont marble and superior to the Tennessee and Georgia rock. A company, with \$300,000 capital, has secured a 15-year lease, and will be in running order soon.

SPIRO, I. T.—The American Cotton Co. are now expending some \$10,000 in improving their local plant. The plant is to be so enlarged as to enable it to handle the cotton from a large scope of surrounding country. The potatoes shipped from here to June 15 amounted to 28 carloads.

FORT SMITH, ARK.—It is reported that Mr. William Tatum of Georgia

will soon erect a cotton mill at Fort Smith. Mr. Tatum spent some time here in looking over the facilities of Fort Smith for this kind of business and he was very favorably impressed. A company will be organized in Georgia for this purpose.

The government has voted \$100,000 for the enlargement of the public buildings at this point.

The McLoud Brick Yard plant is now in operation, and turns out daily 30,000 vitrified brick.

The Municipal Waterworks Company have decided to extend and greatly enlarge their waterworks, the rapid growth of the city making this necessary.

One of the rapidly growing industries of Fort Smith is the feeding of cattle. The Arkansas Cotton Oil Mill and the Fort Smith Oil Mill are feeding 2,400 head of cattle at their mills.

The assessed value of real estate in 1900 was \$128,084,667, and the gross value of manufactured products in 1900 was \$44,883,782.

The question of holding a street fair during the fall of 1902 is now under consideration and a meeting of the citizens has been called for that purpose.

Fort Smith already has several furniture factories. A new factory, quite a large establishment, has been recently secured for the city through the Board of Trade.

The Sebastian Asphalt Mining Co. has been organized and chartered for the purpose of working some asphalt deposits situated in the Indian Territory not far from Fort Smith. Mr. Wharton Carroll of this city is vice president.

MENA, ARK.—The Arkansas Slate Company, capital \$250,000, has filed its papers with the secretary of state, and is organized to operate in the slate district east of Mena. The company owns 160 acres of red and green and 40 acres of black slate land and the work of developing their quarries will be pushed with energy.

During this season, and it is not yet closed, over 3,000 bales of cotton have been marketed at Mena. The average price paid has been 7 cents per pound, or \$35 per bale, which would make \$111,185.

The Mena Floriculture and Improvement Society has been organized for the purpose of beautifying the town. A series of premiums will be paid for the best flower gardens in town.

E. S. Willett has at his assay office several samples of what appears to be a good quality of graphite. This deposit has been found in three different

places within 7 miles of Mena. The material is being thoroughly tested, being of high commercial value if of good quality.

The Mena Ice and Cold Storage Company is beginning operations for the summer. In a few weeks the plant will be running day and night. A considerable part of the product will go to Waldron, Ark.

The produce shipments from along the line of the K. C. S. are now immense. Within the past few weeks over 100 car loads of potatoes have passed over the line. Trains No. 30 (of June 13th) carried 10 cars of potatoes, eight of tomatoes, two of sugar and two of rice.

The new rock crusher to be erected here will employ 150 men.

GILLHAM, ARK.—The officials of the Southern Zinc and Copper Mining Co. have opened up their general offices here and with Superintendent Paul Wood in charge of the mines will do some active work in the immediate future.

DE QUEEN, ARK.—Red and yellow ochre has been found in immense quantity in the vicinity of this town. The article is pronounced of excellent quality by expert mineralogists.

The old armory building is now being remodeled and converted into an up-to-date opera house. It will open May 7th with "Faust" on the boards.

The Dierks Hardwood Mill is nearing completion and will make a valuable addition to our industries.

The De Queen & Eastern Railroad has been completed to Lockeburg, Sevier county, and regular train service will soon be in stalled.

HATFIELD, ARK.—Nearly all the manganese mining claims in this vicinity have been sold to a strong company, who propose to develop them at an early date. Most of these claims are near the Horn Creek mines, which are well known for their gold production.

ASHDOWN, ARK.—A local company has been organized for the purpose of erecting and operating a cotton seed oil mill. The immediate neighborhood of Ashdown yields annually 5,000 tons of cotton seed and as much more as may be needed can be obtained at a short distance. The investment will amount to \$60,000.

LAKE CHARLES, LA.—A number of rice planters and business men of Lake Charles have taken steps to form the Gulf Warehouse and Trading Company. The capital is to be \$250,000 and the object is to be to build rice warehouses wherever needed and to facilitate the commer-

cial handling of rice and other products of the country along the Gulf coast.

Arrangements for the construction of a paper mill to cost \$150,000 have been completed. The Board of Trade contributes 15 acres of land, 10,000 tons of rice straw per year for five years and an artesian well to the enterprise.

The City Library Committee is now advertising for plans for the construction of the Public Library.

SHREVEPORT, LA.—The Bossier City Brick Company, the Cold Storage Company, Lt., and the Shreveport Telephone Co. have recently filed their articles of incorporation.

ORANGE, TEX.—The recent improvements made at this point consist of a new railroad, cost \$300,000, a rice mill, cost \$65,000; saw mill improvements, \$14,500; water works improvement, \$15,500; two new business houses; 27 residences.

The Orange County Irrigation Company have increased the capacity of their pumping plant from 3,600 acres to 4,000 acres. The fuel in the new plant will be oil.

The people of Orange will soon vote on a proposition to issue \$15,000 in bonds for street and bridge improvement.

BEAUMONT, TEX.—There are under construction (June 1, 1902) four hundred residence buildings, valued at \$500,000. The business houses under construction, and there are many of them, will cost \$1,000,000. The cost of the Burt refinery plant under construction is not known to your correspondent. The labor of 500 men for four months will cost \$140,000. The 10,000,000 feet of lumber, used in construction, will cost \$125,000. The land has cost \$100,000 and the largest item, the machinery, will cost \$750,000. The 10,000,000 brick will cost \$80,000. This would make a total of \$1,250,000. The Penman people are also putting in a large plant and the same should be said of the Southern Car Manufacturing Co.

The American Steel and Wire Co. have purchased 100 acres of land near town, and it is reported that an enormous steel plant will be built here. The supposition is that the ore will come from the new Birmingham iron fields north of here. The cost of the new plant will probably be somewhere near \$5,000,000.

PORT ARTHUR, TEX.—The Clark Dredge Boat yesterday (June 13), completed the work of cleaning the ship canal, which now has 25 feet of water at low tide its entire length. When the government work at the jetties is completed Port Arthur will have the deepest and finest harbor on the Gulf.

Contracts have been made between the K. C. S. Ry. and G. T. Soley & Co. of Liverpool for greatly increased ocean export facilities. The K. C. S. Ry. has rebuilt its warehouses, elevator and wharves. Two dredging crews are at work extending the harbor. Plans are under consideration to build additional wharves for oil and lumber export, which is rapidly increasing.

A local building association, capital \$100,000, has been organized here to facilitate the building of homes. Forty-nine new residence buildings are now in course of construction.

The interurban electric line between Port Arthur and Beaumont is being rapidly built. The larger portion is now ready for the ties and rails.

The Texas, Louisiana and Mexico Oil Co. are making good progress on their refinery near Nederland. The Port Arthur gas plant will be a reality soon, as part of the machinery is now on the ground.

The steamboat Charlotte M. Allen has been added to the harbor fleet. She was purchased at Galveston for \$6,000 by Mr. W. A. Tomlinson of Port Arthur. The new ocean going tug Della, one of the finest tugs on the gulf, has been brought in from Mobile. Port Arthur will hereafter be her home port.

The most recent industrial acquisitions of Port Arthur are a steam laundry, cold storage houses of the Cudahy Packing House Co., a new brick making company, gas works and mains through the city, and a waterworks plant.

The prospects for a large rice crop are very good. Contracts have been let for the drainage of a large area of marshy land situated not far from the city. The average number of ships arriving at this port is now about 12 per week. Mr. Gilliland, lumber exporter, reports that since January 1, 1902, he has loaded 25 vessels with timber aggregating 10,000,000 feet.

AS TO RICE FARMING AND RICE LANDS.

The immense growth of rice culture in the South within the past few years, together with the profits which the industry offers to energetic tillers of the soil, is attracting widespread attention. It is true there are many places in the world where rice is raised successfully, but there is one section which has been proven better than any other, and that is the Gulf Coast country of Louisiana and Texas. This statement is proven by the enormous crops produced there, the uniformly high price paid for the product, the superiority of the rice produced over that raised in other countries, and by the success of the farmers who are devoting their attention to it.

Among those who are unacquainted with the manner of cultivating rice, a misapprehension is liable to exist. By many it is supposed that rice is raised in swamps or marshy land which is partially or totally unfit for any other purpose. Such is far from the facts in the case. In both Louisiana and Texas rice is raised on high land, land that is dry and level, and is flooded by means of rice canals or irrigating ditches. These canals are supplied with water by immense centrifugal pumps which throw water at the rate of from 10,000 to 50,000 gallons per minute to a height of 15 to 40 feet. By growing the rice on high ground and getting the water supply in the manner described a perfect drainage is secured, and this is essential to grow, ripen and harden the crop properly. In other ways the cultivation of rice is very similar to that of wheat or oats in the northern states. The ground is plowed, disced, harrowed and the seed drilled in. The plowing can be done at any time from November to April—the earlier the better, as the early crops usually bring a higher market price.

The crop is flooded only when growing. Fresh water is continually pumped on the land at the rate of eight gallons per acre per minute. Therefore, it will readily be seen that stagnation cannot exist and cause sickness as is supposed by many.

The work required to produce a rice crop is practically the same as that required to produce an oat or wheat crop in the North. The expense is very little more and the rice farmer has the whole year in which to prepare his ground and make a crop, and can count on at least \$20.00 per acre net for his efforts, after deducting all expenses; and it is not an unusual thing for a rice grower in the coast country of Louisiana and Texas to make from \$30.00 to \$50.00 per acre net. The elements of chance are very much less in growing rice than is the case with any other agricultural product of the country. The profits are greater, lands are cheaper, the climate is healthful and more pleasant.

Just at this time there is very great activity in the development of rice lands. The Hurd-Ford Investment Company of Beaumont, Texas, are opening some 30,000 acres of excellent land near Houston, Texas, by the construction of a large irrigation canal that will get its water from the Brazos river, which is the largest river in the state; and these same people are also opening something over 20,000 acres of first-class rice land in the vicinity of Vinton, Louisiana, by the construction of a large and complete canal system that will get its water from the Sabine river. This is a very large, navigable stream and carries an inexhaustible supply of water, which is a most important point for the purchasers of land, or the rice farmer to consider. Those who are interested in rice culture, or who desire further information on the subject, will do well to address the firm mentioned in this article. They are in position to give reliable information and splendid advice upon the subject.

KANSAS CITY SOUTHERN RAILWAY CO.

STUART R. KNOTT.....President.
 J. A. EDSON.....General Manager
 E. E. SMYTHE.....General Freight Agent.
 S. C. WARNER.....General Passenger and Ticket Agent.
 W. COUGHLIN.....Superintendent (Nor. Div.) Pittsburg, Kas.
 D. C. BEVARD.....Superintendent (So. Div.) Texarkana, Tex.

General Offices, Kansas City, Mo.

TEXARKANA & FORT SMITH RY. CO.

J. A. EDSON.....President.
 W. L. ESTES.....First Vice President.
 D. C. BEVARD.....Superintendent.
 C. E. PERKINS.....General Freight Agent.
 C. E. SWINDELL.....General Passenger and Ticket Agent.

General Offices, Texarkana, Tex.

TRAFFIC REPRESENTATIVES OF THE PORT ARTHUR ROUTE.

The authorized representatives of the Port Arthur Route whose names and addresses are given below will, upon application in person or by letter or telegram, promptly and cheerfully answer any inquiries concerning time of trains, rates of fare and transportation facilities.

BEAUMONT, TEX.

J. C. MOW, (K. C. S. R'y).....Commercial Agent
 R. A. MORRIS, (T. & Ft. S. R'y).....City Ticket Agent

CHICAGO, ILL., Marquette Building.

J. I. HAZZARD, (K. C. S. R'y).....General Agent

DALLAS, TEX.

A. CATUNA, (K. C. S. R'y).....General Agent

FORT SMITH, ARK.

H. N. HALL, (K. C. S. R'y).....General Agent
 W. H. MAPES, (K. C. S. R'y).....City Passenger and Ticket Agent

HOUSTON, TEX., 216 Main Street.

H. C. ARCHER, (K. C. S. R'y).....General Agent

JOPLIN, MO.

C. W. NUNN, (K. C. S. R'y).....General Agent
 S. O. LUCAS, (K. C. S. R'y).....Ticket Agent

KANSAS CITY, MO., 9th and Walnut Streets.

J. C. BROWN, (K. C. S. R'y).....City Passenger and Ticket Agent
 E. C. FOX, (K. C. S. R'y).....Depot Ticket Agent, 2nd and Wyandotte Streets.

LAKE CHARLES, LA.

W. D. McCALEB, (K. C. S. R'y).....Ticket Agent

NEW ORLEANS, LA., 710 Common Street.

E. E. ELMORE, (K. C. S. R'y).....General Agent

ST. LOUIS, MO., 503 Houser Building.

C. H. IVERS, (K. C. S. R'y).....General Agent

SHREVEPORT, LA.

R. R. MITCHELL, (K. C. S. R'y).....General Agent
 A. B. AVERY.....Union Station Ticket Agent

TEXARKANA, TEX.

S. G. HOPKINS, (T. & Ft. S. R'y).....City Pass. and Ticket Agent

H. D. DUTTON.....Traveling Passenger Agent
 J. H. MORRIS.....Traveling Passenger Agent
 F. E. ROESLER.....Traveling Passenger and Immigration Agent

KANSAS CITY, MISSOURI.

DIRECTORY OF REAL ESTATE AGENTS ON THE LINE OF THE KANSAS CITY SOUTHERN RY.

Kansas City, Mo.—E. O. Haight,
No. 550 Gibraltar Bldg.; F. A. Horn-
beck, 7th and Wyandotte; Burton D.
Hurd, Temple Block.

Merwin, Mo.—S. A. Akins & Co.

Asbury, Mo.—E. M. Whetsell.

Neosho, Mo.—J. V. Fleming Rlty.
Company.

Hume, Mo.—Jacob Kuipers.

Stotesbury, Mo.—A. F. Wilson.

**U. S. Government Lands in
Arkansas.**—E. A. Sticker, Re-
ceiver, Camden, Ark.; F. S. Baker,
Rec., Harrison, Ark.

In Missouri.—G. A. Raney, Re-
ceiver, Springfield, Mo.

Sulphur Springs, Ark.—Church,
Thompson & Co.

Centry, Ark.—C. C. Lale.

Siloam Springs, Ark.—T. P.
Fulton, John C. Davis.

Fort Smith, Ark.—Wharton Car-
nall, Joseph H. Lindsey.

Waldron, Ark.—Forrester-Duncan
Land Co.

Mena, Ark.—Dennis, Kelley &
Stratton, W. H. Cloe.

Hatfield, Ark.—W. N. Martin.

DeQueen, Ark.—W. A. Craig.

Gillham, Ark.—L. B. Messler, E.
L. Williams.

Horatio, Ark.—J. B. Martin.

Pittsburg, Kas.—Carlton &
Greefe

Texarkana, Tex.—C. R. Craig.

Bloomburg, Tex.—Doc Anthony.

Nederland, Tex.—A. Burson.

Beaumont, Tex.—Jas. H. Rach-
ford; Hodge and Welles; Collins-
Gano Realty Co.; Hurd-Ford Invest-
ment Co.; W. A. Ward; J. Edward
Crusel.

Port Arthur, Texas.—T. W.
Hughen; Geo. M. Craig; J. H. Drum-
mond.

Vivian, La.—A. F. Powell.

Shreveport, La.—Barrett & Mc-
Duffin.

Rodessa, La.—A. C. Pitts.

Mooringsport, La.—H. S. Wes-
ton.

Benson, La.—I. J. Best.

Converse, La.—G. M. Mott.

Zwolle, La.—L. B. Gay.

Many, La.—Dan Vandegaer.

Florien, La.—J. W. Miller.

Hornbeck, La.—G. G. Leach.

DeQuincy, La.—D. D. Herford.

Leesville, La.—J. W. Dennis.

Grannis, Ark.—E. H. Poe.

Lake Charles, La.—A. V. East-
man, Mgr. N. Am. Land & Timber Co.

LAND AGENTS PROMOTING IMMIGRATION TO LANDS ON THE LINE OF THE KANSAS CITY SOUTHERN RY.

S. A. Akins, Merwin, Mo.
C. B. Amyx, Amsterdam, Mo.
W. R. Banks, Lamar, Mo.
A. T. Bassarear, Reinbeck, Iowa.
J. U. Bruner, Kansas City, Mo.
John Buchanan, Montour, Iowa.
C. E. Buell, Kansas City, Mo.
L. M. Campbell, Peoria, Ills.
S. J. Carpenter, Trenton, Mo.
A. M. Clark, Kansas City, Mo.
W. D. Corbin, Kansas City, Mo.
C. R. Craig, Texarkana, Tex.
J. H. Crawford, Kansas City, Mo.
W. M. Crawford, Kansas City, Mo.
J. V. Fleming, Neosho, Mo.
G. T. Davidson, Cherryvale, Kans.
J. M. Gore, Quincy, Ills.
V. D. Gordon, Atlanta, Mo.
E. I. Gulick, Denison, Ia.
H. D. Harms, Roanoke, Ills.
E. O. Haight, Kansas City, Mo.
R. A. Hogaboom, Creston, Ia.
Geo. W. Hough, Hubbard, Ia.
T. W. Hughen, Port Arthur, Tex.
C. H. Hutchison, Amoret, Mo.
L. J. Jenkins, El Paso, Ills.
G. W. King, Mantour, Iowa.
J. P. Landes, Port Arthur, Tex.
B. C. Mason, Kansas City, Mo.

L. B. Messler, Gillham, Ark.
C. C. Mitchell, Meadville, Mo.
Walter J. Miller, Lamar, Mo.
Eugene Parrish, Nevada, Mo.
L. B. Payne, Gravity, Iowa.
Wm. Peebles, Nelson, Kans.
S. F. Perry, Glendale, Tex.
G. W. Pinkerton, Queen City, Mo.
L. O. Porter, Clarksville, Iowa.
W. H. Purdy, Belmond, Ia.
J. L. Rankin, Tarkio, Mo.
S. M. Scott, Beaumont, Tex.
G. F. Shields, Kansas City, Mo.
H. C. Smith, Shenandoah, Iowa.
P. E. Taylor, Wisner, Neb.
W. B. Tyler, Bloomington, Ills.
J. E. Tomlinson, Centerville, South Dakota.
J. Thompson, Iola, Kans.
Jno. L. Trice, Cameron, Mo.
E. E. Truex, Maysville, Mo.
J. H. Vanderlinden, Pella, Iowa.
A. M. Webster, Washington, Ills.
C. R. Webster, Washington, Ills.
R. N. West, Merwin, Mo.
C. W. Wilder, Richards, Mo.
E. L. Williams, Gillham, Ark.
A. F. Wilson, Stotesbury, Mo.
F. M. Yost, Fort Scott, Kans.



IN THE DAIRY QUEEN SEPARATOR THE WATER IS NOT MIXED WITH THE MILK.

The most perfect and latest improved Separator made. Pays for itself in a short time. Separates all the cream without labor. MEN and WOMEN can make good profits. Where we have no agents we will send a Separator at agent's price to introduce it. Write for catalogue and prices.

**Economy Supply Co., 552 Main St.,
Agents Wanted. Kansas City, Mo.**

**Wharton
Carnall,**

Sells

FORT SMITH PROPERTY.

Address,

Fort Smith, Arkansas.

FIRST NATIONAL BANK,

KANSAS CITY, MO.

CAPITAL,	- \$ 250,000.00
SURPLUS,	250,000.00
UNDIVIDED PROFITS,	325,000.00
DEPOSITS,	14,500,000.00

T. W. WADE, Builder = of = Canning = Factories.

Will contract to put up complete Canning Plants with the best and latest improved machinery. Have built many factories and have had many years' experience in operating plants. Localities wanting factories would do well to correspond with me. Canning factories are greatly needed in the southwest. Under good management they will pay large dividends and help to develop the country. Correspondence invited.

T. W. WADE, Springfield, Mo.

MIDLAND HOTEL.

GRAND AVENUE HOTEL CO., Proprietors. - - - KANSAS CITY, MISSOURI.

EUROPEAN PLAN, RATES \$1.50 PER DAY UP.

THE NEW COATES HOUSE.

INTER-STATE HOTEL CO., Proprietors. - - - KANSAS CITY, MISSOURI.

350 Rooms. Rates, American Plan, \$2.50 to \$5.00 Per Day. European Plan, \$1 to \$3 Per Day.

THE EWING HOUSE.

SILOA SPRINGS, ARK.

25 ROOMS. RATES, \$1.50 TO \$2.00 PER DAY, \$5 TO \$7 PER WEEK.

THE COTTAGE HOTEL,

SILOA SPRINGS, ARK.

19 ROOMS. RATES, \$1 PER DAY, \$4.50 TO \$5 PER WEEK.

"HOTEL CADDO."

HUCKINS HOTEL CO., Ltd., Proprietors. - - - SHREVEPORT, LA.

120 Rooms, 40 with private baths, steam heated. Rates, American Plan, \$2.50 to \$4 per day.

KANSAS CITY
Business College
 N.E. CORNER TENTH AND WALNUT STS.

Bookkeeping, Shorthand, Typewriting, Telegraphy, Penmanship and all English and Commercial branches thoroughly taught by experienced teachers. Highest endorsements. Elegant apartments. For illustrated catalogue and list showing hundreds of pupils in positions, address

COONROD & SMITH, Department B.,
 Kansas City, Mo.

CENTROPOLIS HOTEL, KANSAS - CITY.

The Best in Missouri for \$2.00 Per Day.

STARK TREES Have a 78-YR. RECORD,
 built upon the strong foundation of **quality** and low prices.
 Why then waste time, land, labor and money on poor trees
 whose only product will be disappointment? **We PAY FREIGHT** box and pack free,
 guarantee safe arrival, guarantee **entire satisfaction**. **STARK FRUIT BOOK** free upon request.
We PAY CASH weekly and want more home and **STARK** **LOUISIANA, MO.**
 traveling salesmen. Outfit free. **STARK** **Huntsville, Ala.**
BROS **Dansville, N. Y.**

"HOMESEEKERS, LAND INVESTORS, ATTENTION."

If you are looking for good Investments in Lands of any description, we are prepared to furnish them to you.

We have good farms, well improved, located in Bates, Vernon, Cass, Henry and Jackson counties, Missouri. Prices ranging from \$30 to \$800 per acre. Can furnish you good Rice, Cotton, also Timberlands in Arkansas, Louisiana and Texas, as cheap as any real estate firm in the U. S.

Any information gladly furnished free to any person desiring same relative to this section, upon request. Don't fail to come to Merwin, Bates county, Mo., when looking for good lands, and permit us to present to you what we have to offer.

Address all letters to our main office, to

S. A. AKINS & CO., Merwin, Missouri.

Branch Offices: Harrisonville, Audrain, Butler, Amsterdam, Hume and Stotesbury, Missouri.
 S. A. Akins & Co. The Land Men, sold over 11,000 acres within the last sixty days, of Bates county land to Iowa and Illinois buyers.

How Do You Like

THE PRINTING IN THIS BOOK YOU
 HAVE JUST BEEN READING? WE
 ARE PREPARED TO DO LOTS MORE
 LIKE IT, AND SEND IT ANYWHERE
 ON EARTH, IF YOU SAY THE WORD

Standard Printing Co.,

OF KANSAS CITY, U. S. A.

When Writing to Advertisers Please Mention Current Events.

J. EDW. CRUSEL

—DEALER AND BROKER—

Oil Lands, Rice Lands, Gushers,
Fuel Oil, Oil Stocks in Reputa-
table Companies.

Special Bargains in Sour Lake Gusher Lots.

P. O. Box No. 579.

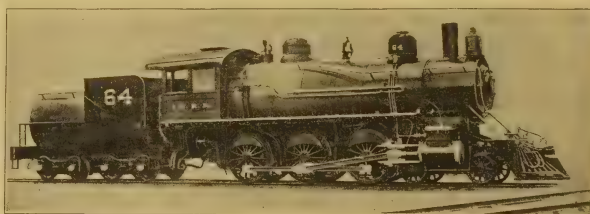
BEAUMONT, TEXAS.

BALDWIN LOCOMOTIVE WORKS.

ESTABLISHED 1831

ANNUAL CAPACITY 1200

SINGLE EXPANSION AND COMPOUND LOCOMOTIVES



Broad and Narrow Gauge Locomotives. Mine and Furnace Locomotives. Compressed Air Locomotives, Tramway Locomotives, Plantation Locomotives, Oil Burning Locomotives.

Electric Locomotives with Westinghouse Motors, Electric Car Trucks, with or without Motors

All important parts made accurately to gauges and templates, after standard designs or to railroad companies' drawings. Like parts of different locomotives of same class perfectly interchangeable.

BURNHAM, WILLIAMS & CO., Philadelphia, Pa., U. S. A.

Cable Address: Baldwin,
Philadelphia.

D. G. SAUNDERS LUMBER CO.,

—WHOLESALE—

Yellow Pine and Cypress Lumber.

401 and 425 KEITH and PERRY BLDG.,

Long Distance Tel. 1058.

KANSAS CITY, MO.

When Writing to Advertisers Please Mention Current Events.

W. R. PICKERING, President.
WILL A. PICKERING, Vice-Pres. and Gen'l Mgr.
T. M. BARHAM, Secretary.

MILLS:
PICKERING, LA.
Annual Capacity 50,000,000 Feet.

W. R. Pickering LUMBER CO.

...Manufacturers of...

LONG LEAF

YELLOW PINE LUMBER.

Our Specialties are 

UPPER GRADES OF FLOORING,
CEILING, DROP SIDING, FINISHING,
BEVEL SIDING, Etc.

CORRESPONDENCE SOLICITED.

W. R. PICKERING LUMBER CO.
KANSAS CITY, MO.

SOUTHERN TIMBER LANDS.
SAW MILL PLANTS.
MILL LOCATIONS.

SPECIAL INVESTMENTS
ALONG THE K. C. S. R. R.



F. A.
Hornbeck
Co.

(Five Years Land Commissioner K. C., P. &
G. R. R.)

GUARDIAN TRUST CO. BUILDING.

Telephone 2900. - - - KANSAS CITY, MO.

When Writing to Advertisers Please Mention Current Events.

BLOSSOM HOUSE OFFICE.



When visiting Kansas City stop at BLOSSOM HOUSE, opposite Union Depot. Street cars for all parts of the city pass the door.

JAMES H. RACHFORD, MGR. AND ATTY.

ESTABLISHED 1888

The Rachford Abstract & Map Co.,

ABSTRACTS OF TITLE to all lands in Jefferson County, including Port Arthur, Beaumont and Sabine Pass.

BEAUMONT, TEXAS

NEOSHO,

NEWTON CO.,

MISSOURI.

Remember NEWTON CO. has PRAIRIES, VALLEYS, BOTTOMS and ALL KINDS OF LANDS. It costs you nothing to see them. If you want any information before hand, write us. Land is cheap and sold on easy terms. **DON'T THINK YOU CAN SEE IT ALL FROM THE TRAIN.** Send for "HOME SEEKER AND INVESTOR." Correspondence solicited.

J. V. FLEMING REALTY CO.

22 Farm, Orchard Lands, Mining Lands. All kinds of Lands.

Now is the Time to Buy Something in Fort Smith. Fort Smith has a true city location as a glance at the map will show, it is now growing rapidly and values are advancing, the adjacent coal and zinc fields have been wonderfully developed in the last few years, and the coming opening of the Indian Territory to white settlement will place Fort Smith in the front rank of western cities. Information, maps and pamphlets furnished free on application. Write to

Joe H. Lindsey, The Land Agt., Fort Smith, Ark.

When Writing to Advertisers Please Mention Current Events.

Collins=Gano Realty Co.,

OIL EXCHANGE BUILDING.

Offer **Rice, Fruit and Timber Land** In Southeast
For Sale **Texas.**

Improved and Unimproved **RANCHES** in Western Texas.

And **Choice Properties** in the **Beaumont Oil Field.**

REFERENCES: } Beaumont National Bank.
 } Citizens National Bank.

BEAUMONT, TEXAS.

HODGE and WELLES

OLD OIL EXCHANGE.

MINERAL, TIMBER, OIL AND RICE LANDS
IN

TEXAS and LOUISIANA.

Improved and Unimproved **RANCHES**, Mines and Mining Lands;
also **Large Body Oil Land** in Old Mexico.

Correspondence solicited.

BEAUMONT, TEXAS.

T. W. HUGHEN,

LAND AND IMMIGRATION AGENT,

Port Arthur, Tex.

LOCK BOX 31.



Rice Lands,
Fruit and Vegetable Lands,
Oil Lands,
Sugar Lands,
Improved and Unimproved City
Property.

J. H. RACHFORD & CO.,

REAL ESTATE, LOAN AND INVESTMENT AGENTS.

(OLDEST LAND AGENCY IN SOUTHEAST TEXAS.)

Oil, Rice, Farm and Timber Lands,
Beaumont, Texas.

Port Arthur Townsite Co.

Port Arthur Land Co.

GEO. M. CRAIG, Local Manager.

Room 57, Sabine Hotel,

Port Arthur, Texas.

When Writing to Advertisers Please Mention Current Events.

Barnes Business College

ESTABLISHED 20 YEARS.

Four regular courses of study. Eight experienced instructors. 31 Typewriters. Finest equipped business school in St. Louis. Situations secured for all graduates of full Business and Shorthand Courses. 50-page catalogue free.

Library Bldg., 911 Locust St., St. Louis, Mo.
A strictly High Grade Business School.
Thorough instruction in all Commercial Studies, including Shorthand, Touch Type-writing, etc.

Resident and correspondence instruction.

St. Louis, Mo.

Conservative and Desirable Investments

Combining Prospective Oil Lands, Rice Lands and Valuable Taylor Bayou Water Front. All in One. Will be Sold in any Sized Tract, from 10 Acres to 1000 Acres, at Conservative Rice Land Prices.

This land is located at first high ground on Taylor's Bayou, (near Sigler's Bluff) about five miles above Docks and Oil Wharf at Port Arthur, from which there is 25 feet of water to Gulf. Three Miles of Water Front 12 feet depth in Taylor's Bayou to docks directly south of Spindle Top. (Eight miles) with adjoining land especially suited to Earthen Tanks. Will sell separately or in combination. Small tracts, high land, with 1-16, 1-8 or 1-4 mile water front. Length of pipe line about 13 miles. Can reach tide water with facilities afforded by 12 feet depth in 8 miles. This land lies on the well defined ridge extending from Spindle Top to Big Hill (Jefferson county) at which latter place is just now attracting attention by recent strike. Two miles east of the Forward Re-duction company's recent 7000 acre purchase, in which locality they have sunk five wells and still drilling others. Two miles west of El Vista station, location of the large oil storage station of J. M. Guffey Co. A first class Gusher—perfectly constructed—For Sale at an attractive price.

Also Port Arthur lots and adjacent acreage for sale. For prices, terms and other information address

J. H. DRUMMOND, Port Arthur, Texas.

DENNIS, KELLY & STRATTON, LAND, LOAN AND INVESTMENT COMPANY A COMPLETE SET OF ABSTRACT BOOKS.

We buy and sell Real Estate, examine titles, etc. Insurance, both Fire and Life, representing eight of the best companies in the United States. We are not bankers, but we loan money and do a general collection business. Our motto is promptness and reliability. Give us a call. MENA, ARK.

Consumption Cured.

All or most doctors will agree with Gerhardt's view, that the medical treatment of tuberculosis has completely collapsed, and they all agree, most of those who have had the pleasure of using Van Vleck's Animal Extracts, that it does not destroy the germs direct, but that the nuclein acts in a secondary way, by inciting the white corpuscles of the blood to increased energy. It may be that in the white corpuscles the defensive powers of the blood originate, this being the theory of many eminent scientists.

Science has chiefly occupied itself with glands possessing the action of removing poison in auto-infections. Van Vleck has ample proof that the glands possessing no passages of exit play an important part in the destruction of organized foreign bodies in the system.

Dr. Hubberman, Madgeburg, Germany, says: I have, after using Animal Extracts on patients suffering from phthisis, in all stages, satisfied

myself that it excels in activity all other internal remedies that have been used up to date. Chas. H. Van Vleck, Kansas City, Mo.

Dear Sir:—Your favors of the 1st and 21st to hand, and in reply will say, your remedies made from the glands of sheep are the only remedies known to me for the diseases of the lungs, which check the course of the disease and effect a cure. I have used other extracts and serums, but have never been able to express myself like this before.

Keep me posted as to your researches along this line and you will find me ever ready to demonstrate your products to the best of my ability, in cases where indicated.

Respectfully, J. C. L.
San Francisco, Cal.

Consultation Free, Send for Blue Book.

Van Vleck Animal Extract Co.,
6-7-8 Rookery Building, 12th and Grand Ave.,
Kansas City, Mo.



Wintermute Artificial Limb and Surgical Appliance Manufactory

Manufacturers of the newest and most perfectly adjusted Artificial Limbs. Accurate in form and proportion and as perfect in movement as a natural limb when properly fitted. Manufacturers of Surgical Appliances Surgical Instruments ground and repaired.

H. C. WINTERMUTE, Manager,
Rooms 10 and 12
No. 1410 Grand Avenue,
KANSAS CITY, MO.

When Writing to Advertisers Please Mention Current Events.

RICE LANDS FOR SALE.

THE NORTH AMERICAN LAND & TIMBER CO. Ltd.

OF LONDON,

**For
Sale**

Offers several thousand acres of choice Rice Lands for sale, all of which can be irrigated from the Farmer's canal, the price varying from \$15 to \$30 per acre, according to quality and locality, with a small cash payment, and a term of years on the balance.

**For
Rent**

Will also rent several desirable farms for a period of one to five years, to good tenants, and if desired, will make improvements, furnish seed and water. For full particulars, address

A. V. EASTMAN, Manager.
LAKE CHARLES, LOUISIANA.

O. W. FISHER,
PRES. AND GENERAL MGR.
FISHER, LA.

J. B. WHITE,
SECRETARY AND TREAS.
KANSAS CITY, MO.

Louisiana Long Leaf Lumber Co.

FISHER, LA.

ANNUAL CAPACITY. 60,000,000 Ft.

We make a specialty of large timbers and can surface any size up to 20x30 inches. We can furnish all kinds of yard stock in good grades. Send us your inquiries, we will be pleased to reply promptly.

When Writing to Advertisers Please Mention Current Events.

FORRESTER= DUNCAN LAND COMPANY.

WALDRON, ARK.

Special attention given to buying and selling timber and farm lands, fruit farms and coal lands. Business of non-residents attended to promptly. Write us for any information.

**We Will Send
Bargain List.**

W. A. WARD

INVESTMENTS.

Established 1892.

Room 1, Iowa Bldg.
BEAUMONT, TEX.

Rice Lands,
Rice Canal
Sites and
Irrigation
Stocks. ✱
Fuel Oil,
Oil Lands,
Oil Wells and
Stocks.

**MONEY LOANED AND INVESTED
FOR OTHERS.**

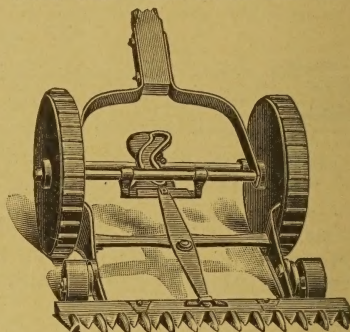
References: BEAUMONT NATIONAL and
FIRST NATIONAL Banks, Beaumont, Tex.

The Mower

**That Will Kill all the
Weeds in Your Lawns.**

If you keep the weeds cut so they do not go to seed, and cut your grass without breaking the small feeders of roots, the grass will become thick and weeds will disappear.

THE CLIPPER WILL DO IT.



Send for Catalogue and Prices.

Clipper Lawn Mower Co.

(INCORPORATED.)

Norristown, - - - Pa.

CURRENT EVENTS..

This magazine will be sent free with the compliments of the management to any address, on application to the General Passenger Agent.

K. C. S. RY. PUBLICATIONS NOW READY FOR DISTRIBUTION.

Current Events for July, 1902.

Time Table and Folders.

Map of K. C. S. Ry. and County Descriptions.

Health, Pleasure Resorts, Hunting and Fishing Places.

Business Opportunities on the K. C. S. Ry.

K. C. S. Almanac for 1902.

For copies address

S. G. WARNER,

General Passenger and Ticket Agent Kansas City Southern Railway,

KANSAS CITY, MO.

When Writing to Advertisers Please Mention Current Events.



HOTEL SABINE

PORT ARTHUR, TEXAS

AN HOTEL OF THE FIRST CLASS,
ESPECIALLY FITTED FOR THE

COMFORT AND CONVENIENCE

OF

TOURISTS, PLEASURE SEEKERS
AND COMMERCIAL TRAVELERS.

JAMES FURLONG, *Manager.*

There is no Agricultural Pursuit so Profitable as

Rice Culture

There is no agricultural product which is so certain to produce a crop each year as

RICE

BECAUSE it is grown on land especially adapted to its culture. BECAUSE it is not subject to weather conditions but is irrigated or flooded from rice canals. BECAUSE being given the right amount of water at the right time, the crop is assured; and again, BECAUSE of the limited area available for rice culture there is no danger of over production.

RICE always brings a good price—from \$3.00 to \$5.00 per barrel of 162 lbs.

RICE will yield 10 bbls. per acre. This is a very conservative estimate of the average yield.

RICE is easily planted—is easily cared for—is easily harvested and yields large profits.

RICE will net the farmer from \$16.00 to \$30.00 per acre clear profit.

RICE Lands A large irrigation canal is now in the course of construction near Vinton, La., taking water from the Sabine river, where there is an inexhaustible supply of fresh water. From this canal there can be watered from 30,000 to 40,000 acres of fine rice lands. About 35 miles west of Houston, a canal is in the course of construction taking water from the Brazos river, and from which 50,000 acres can be watered.

THE HURD-FORD INVESTMENT COMPANY, of Beaumont, Tex., and THE DES MOINES AND NORTHWESTERN LAND AND LOAN COMPANY, of Des Moines, Iowa,

are offering for sale excellent Rice lands in the vicinity of Vinton, La., Houston and Bay City, Texas, at prices which will enable purchasers to reap the benefits accruing from the development thereof and of the enhancement in the value of the lands, naturally following the development of the completion of the above mentioned irrigation canals now building, and from which the lands can be watered. They also have developed Rice lands at numerous places between Crowley, La., and Bay City, Tex., for sale or rent on reasonable terms. If interested, write for Rice literature and further information to

The Hurd-Ford Investment Company,
of BEAUMONT, TEXAS, or

The Des Moines and Northwestern Land and Loan Co.,
of DES MOINES, IOWA.